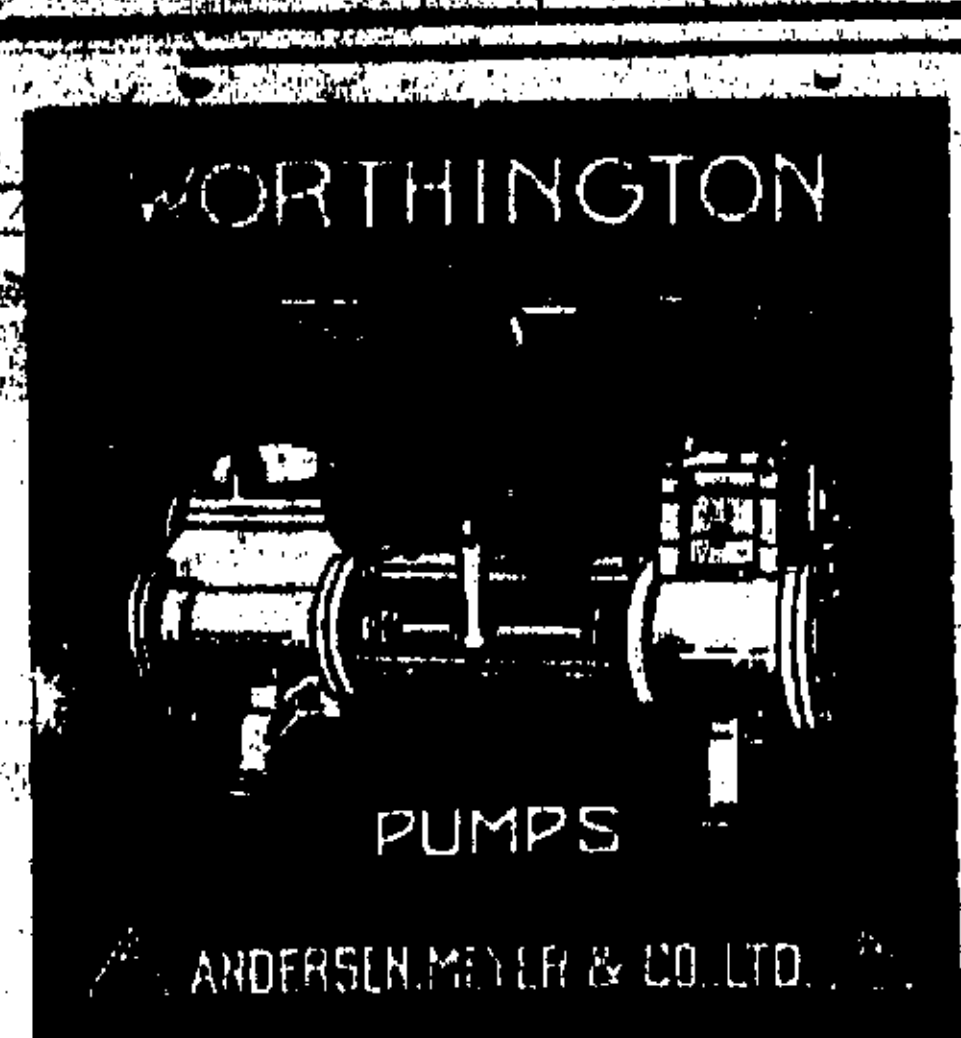




The Hongkong Telegraph.

FOUNDED 1851
No. 12,039

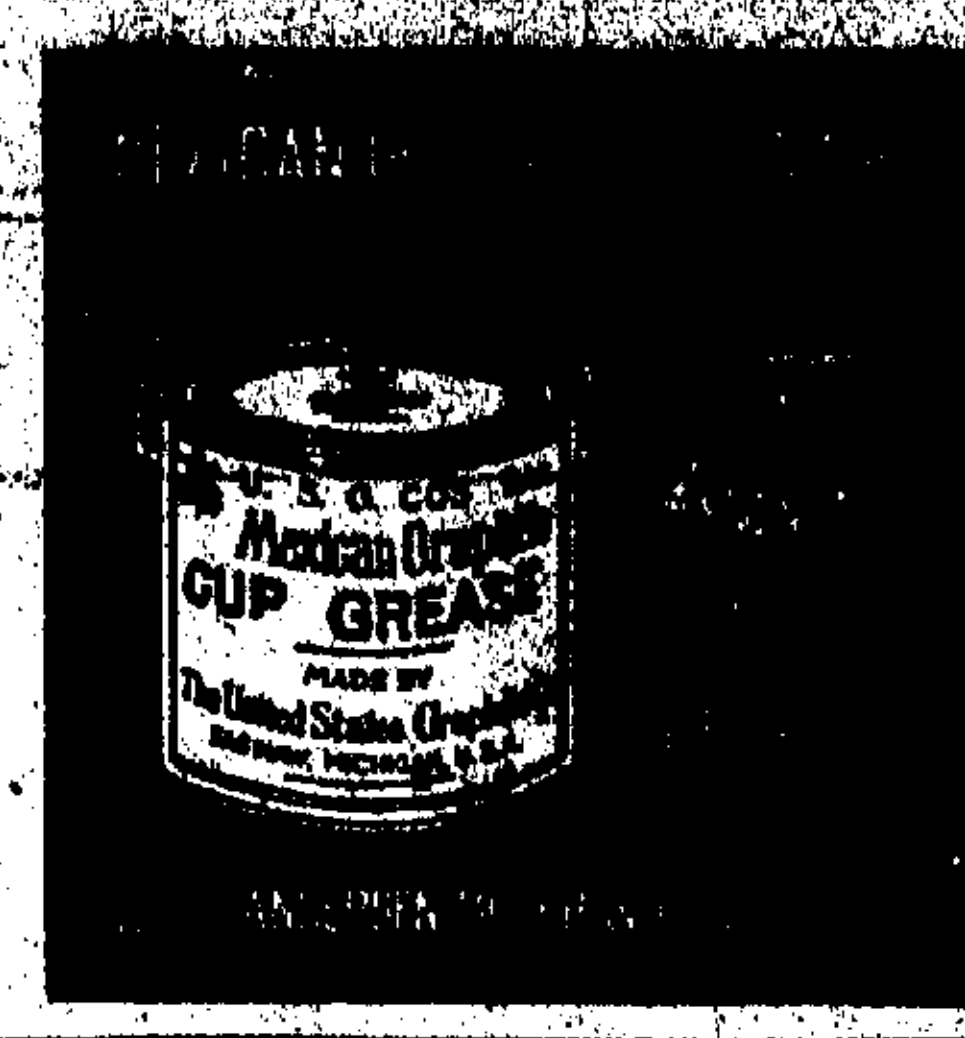
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FRIDAY, FEBRUARY 18, 1921.

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SINGLE COPY: 10 CTS.
126 PER ANNUM.



REUTER'S TELEGRAMS.

AMERICAN WIRELESS CONTRACT.

Strong Washington Note to China.

Washington, February 17.
Official circles are confident that the controversy with China regarding the cancellation of the wireless contract will be satisfactorily terminated before Mr. Harding's installation. The Note was despatched through Mr. Crane after the latter had repeatedly informed Washington that a cancellation of the contract would be a blow to the Open Door policy in China. The Note is strongly worded and is believed to forecast the possibility of Mr. Crane's withdrawal in the event of China's persistence.

THE NAVAL DISARMAMENT DISCUSSION.

U.S. Congressman on Relations with Japan.

Washington, February 18.
In the House of Representatives, Mr. Miller, deputy for Washington State, said that he interpreted the refusal of Japan to move towards disarmament till her battleship and cruiser programme has been completed to mean that Japan was preparing for war. Unless the cool-headed statesmen and diplomats of Japan purged the country of the demagogues and Jingoes that now appeared to have the public eye and ear, Mr. Miller urged the strengthening of the Pacific Coast defences. He declared that a Japan-American war was impossible unless Japan desired it.

U.S. IMMIGRATION BILL.

Expediting a New Measure.

Washington, February 17.
The Republican leaders of the Senate have agreed to expedite the Immigration Bill limiting the number of aliens of any nationality admissible to the United States in any one year to five per cent. of the number of persons of such nationality resident in the United States. The Bill will be given priority as unfinished business.

THE RIGHTS OF U.S. STATES.

Washington, February 17.
Before the Supreme Court on the 28th inst. twenty States will challenge the authority of the Interstate Commerce Commission to regulate railway rates, on the ground that this infringes the rights of individual States.

OPENING OF THE BRITISH INDUSTRIES FAIR.

Arrangements for Opening Record Trade Exhibition.

London, February 18.
Two sections of the British Industries Fair are to be opened at the White City, London, and Birmingham on Monday. The third section will be opened at Glasgow the following week. Mr. Kellaway, interviewed, said that the Fair was the largest and most representative exhibition of British trade ever assembled. The Department of Overseas Trade has issued 60,000 invitation to overseas buyers in 112 foreign countries, British Dominions and Colonies, also to 95,000 home buyers. Seventeen foreign commercial missions are expected. It is hoped that the Fair will mark a turning-point in British trade.

FRENCH LABOUR TROUBLE.

London, February 17.
The trouble arising from the reduction of wages has now spread to France. Renter's Paris correspondent reports that the textile workers at Roubaix and Tourcoing have decided on a general strike on the 21st owing to the decision of employers to reduce wages, which are higher than in other textile centres of France.

ANGLO-RUSSIAN TRADE NEGOTIATIONS.

London, February 17.
In the House of Commons, Mr. Lloyd George said the Moscow Government replied on the 5th inst. proposing certain amendments to the British proposals for an economic agreement, and the Government was considering these. M. Krassin was expected in London shortly.

THE AIR MINISTRY.

London, February 17.
In the House of Commons, Mr. Lloyd George, replying to questions, said no decision had been reached as regards the appointment of a separate Air Minister. Meanwhile Mr. Churchill would discharge the duties.

TO INVESTIGATE CONSUMPTION CURE.

London, February 17.
The Health Ministry is despatching to Geneva a tuberculosis specialist to investigate the cure of consumption recently announced by the Swiss bacteriologist, Dr. Spahlinger.

CROWN PRINCE OF JAPAN TO BE WELCOMED IN LONDON.

London, February 17.
The Corporation of London is preparing to welcome the Crown Prince of Japan at the Guildhall and to present him with an address in April.

REUTER'S TELEGRAMS.

GERMAN WAR CRIMINALS.

None Yet Brought to Trial.

London, February 17.
In the House of Commons, the Attorney General, replying to questions, said that owing to the German Government's fear of political difficulties if the Allies insisted on the surrender of all war criminals, the Inter-Allied Commission had submitted a list of 45 persons selected for trial at Leipzig. The British Government contributing seven, namely, two for the sinking of hospital ships, one for the murder of a British crew by the submarine submerging, and four for cruelty to war prisoners. Subsequently the German Government represented the difficulties of obtaining evidence, and the Allies collected and submitted depositions. So far none had been brought to trial. He denied that some cases were settled. It was the Government's intention to enforce trial.
The Attorney General admitted there had been unreasonable delay on the part of Germany. He was not aware that the German Government had refused passports to any criminals to leave Germany, but believed at least some of the accused had been arrested.

CHINESE FLOUR DISCUSSED IN PARLIAMENT.

Vindication by the Government.

London, February 17.
The recent alarmist rumours concerning Chinese flour referred to in a message of the 25th ult. came up in the House of Lords. The Earl of Crawford, on behalf of the Government, denounced in the most scathing terms the exaggerated and malicious statements that the Government was forcing millers to accept soft Chinese flour, which was alleged to be poisonous. Subject to the proper distribution of the different qualities, millers could buy any bulk wheat they chose, and the stock of foreign wheat held by them on the 1st of January was the lowest since the Armistice. Last year, when the Argentine forbade exportation of breadstuffs, the Government bought Chinese flour requiring with same a guarantee that the flour was made from pure wheat. Health Ministry investigations showed in every case that the flour was good, wholesome, sound wheat, and large quantities are being consumed at present all over Europe.

THE UNEMPLOYMENT QUESTION.

Labour Amendment to Address Rejected.

London, February 17.
The House of Commons rejected the Labour amendment to the Address, with regard to unemployment, after a speech by Mr. Lloyd George, who declared that Britain never had a period of great unemployment with less distress, thanks to the Unemployment Act and the £40,000,000 which the Government were spending this year to relieve ex-Servicemen. He appealed to Labour to co-operate with the Government and abandon Trade Union obstruction and urged bankers to accept a share of the abnormal risks of financing trade.

NAVAL DISARMAMENT DISCUSSION.

Question in the "House."

London, February 17.
In the House of Commons, Viscount Curzon asked whether steps had been taken or were contemplated concerning an approach to the Governments of America and Japan with a view to a definite understanding in regard to the limitation of armaments. Mr. Lloyd George replied that the question was engaging the earnest attention of the Government, but that it would be premature to make a statement.

RAILWAYMEN AND THE IRISH QUESTION.

"Direct Action" Suspended.

London, February 17.
In connection with Mr. Bromley's threat mentioned in the report of the 2nd inst. the executive of the Locomotive Engineers has instructed members not to strike on the 20th inst., as previously instructed, or in the future, on the Irish question, unless further instructions are issued.

LABOUR PARTY ON INDEMNITIES.

"A Suicidal Policy."

London, February 17.
The Labour Party has issued a manifesto, denouncing the Government's "suicidal policy," especially in regard to Peace Treaties and indemnities, as inimical to the interests of Europe.

THE CASE OF ARCHDEACON WAKEFORD.

Denial that Sentence has been Passed.

London, February 17.
It is denied that the Bishop of Lincoln has given sentence in the case of Archdeacon Wakeford mentioned in a report yesterday.

NEW CHINESE AMBASSADOR.

London, February 17.
Mr. Wellington Koo, the new Chinese Ambassador to Britain, had an audience with Lord Curzon.

TO-DAY'S CHINESE TELEGRAMS.

Peking, February 17.
Chang Jik-lin and Tao Kwan have wired strongly recommending Chang Hsun to be the Commander-in-Chief of the expedition to Unga.

The State Department has instructed Luk Wing-ting not to attack Kwangtung at present, but to negotiate with Koo Pun-chun in Yunnan to cancel independence and unite with the Central Government.

It is said that Lung Chi-kwang will personally go to Yunnan, his native country, or send a representative, to mediate on behalf of the Peking Government.

The Cabinet has decided to appoint Chang King-wai general in Chahar to recapture the whole of outer Mongolia. The armaments and expenses will be supplied by the Government.

Information from Yunnan states that a military meeting was held among the high officials on the 13th, who decided to persist in the law-protecting policy, and join hands with the Kwangtung Government, self-government to be carried out after the formation of the Military Conference Department.

(Other Telegrams on Page 2.)

SHAMEEN MUNICIPAL COUNCIL.

A Year's Activities.

The annual report of the Shameen Municipal Council, which is to be submitted to the annual meeting of ratepayers on Monday, the 28th inst., contains the following items:—

DIGEST OF CASES.
Dogs seized, 4; drunk and incapable, 2; gambling and opium raids, 2; larceny, 20; miscellaneous petty offences, 40; lost articles recovered, 6; cases taken to Consular Court, 18; convictions, 15.

CENSUS.
Non-Chinese: 330 in 1918, 447 in 1919, 460 in 1920. Chinese: 960 in 1918; 940 in 1919; 1,109 in 1920.

POLICE SUPERINTENDENT.
Mr. Wm. Farmer, Honorary Superintendent of Police during the last four years, has handed in his resignation of this position, feeling that he can no longer spare the necessary time to cope with its continually increasing duties. The Council wish to place on record their very hearty thanks and high appreciation of Mr. Farmer's unremitting interest in the Police during the period referred to.

HEALTH.
The report of Dr. A. B. Jameson includes the following:—"The standard of health of the community has been very good, for the tropics. A further satisfactory feature of sanitation is the adoption of septic tanks for all the new buildings; these should be regarded henceforth not as a convenience but as an absolute sanitary necessity. During the year I inspected and reported on existing installations, and found all the correctly designed ones working admirably."

FIRE BRIGADE.
No fires have occurred on the Concession during the year. The steam fire engine has had to be overhauled and is in a fair condition only. As it dates from 1883 a resolution will be submitted at the meeting to empower the Council to purchase a modern one.

ROADS.
About twenty-three thousand five hundred square feet of cement concrete paths have been laid down during the year, all with concrete curbs.

DRAINS.
Six hundred and eighty-seven running feet of cement concrete drains have been constructed.

CEMETERY.
There have been ten burials during the year. The present Cemetery has only room for eleven more graves, and negotiations with the local authorities for an extension thereof have just been brought to a successful conclusion.

BUILDINGS.
The municipal bungalow has been thoroughly repaired and painted and the exterior rough-cast at a cost of about \$1,100. The building has been leased to the Naval Authorities as a Royal Naval Canton. The Police Station and other buildings are in good state of repair, but the Landing Jetty will require overhauling in the near future.

APPROPRIATION.
By kind permission of His Excellency the Governor of

Hongkong, the Forestry Department loaned the Council some of its men, who have given the trees of the Concession a trimming that was badly required.

TELEPHONES.
The dissatisfaction of Shameen Residents has increased as regards the service given by the Canton Telephone Company. A scheme regarding establishing a local Shameen sub-exchange has been circulated and ratepayers will be asked to sanction same.

SEPTIC TANKS.
The Council were approached by H. B. M. Board of Works with a view to establishing a regular drainage system for these to meet future requirements. After discussing the matter thoroughly with experts the Council has unanimously decided that, taking into view local conditions and surroundings, the present system, subject to slight modifications in dealing with the outflow, will be perfectly sanitary for some generations to come, and they therefore do not recommend the adoption of the septic tank drainage scheme previously circulated to Ratepayers.

WATERWORKS.
The total number of gallons of water pumped and filtered for the year was 38,975,446, an increase of 6,495,446 gallons over the consumption for 1919. The average consumption per month for all purposes was 3,247,954, an increase of 540,863 gallons over the consumption of the previous year.

ACCOUNTS.
The revenue has been \$48,028.17, as against an estimate of \$49,280, the falling off being due to the trade depression affecting silk exports. The net expenditure works out at \$37,417.25, as against an estimated \$42,100. The finances of the Council may be considered as in a very sound condition.

RESOLUTIONS.
Among the resolutions to be submitted are the following:—
1. The House Tax shall be 7 1/2 per cent. for the year, payable before 31st March.

2. The Land Tax shall be \$25 per lot, excepting where its area exceeds 12,645 feet, when it shall pay \$2 extra for every 1,000 square feet over and above this area. Payable before 31st March.

3. The Business Tax shall be \$50.00, payable before 31st March.

4. The Godown Tax shall be \$50.00, payable before 31st March.

5. Firms exporting raw silk from the Concession shall pay ten cents for each bale of raw silk over and above 1,000 exported.

6. Licenses:—Hotel \$300; theatre \$25; dog \$10; bicycling \$5; hawk \$2; building \$25; septic tank \$20, plus \$5 for every water-closet over and above four connected with the tank.

7. The charge for water supplied by the Council shall be at the rate of 60 cents 1,000 gallons provided that:—(a.) no charge shall be made where the quarterly consumption of any building does not exceed in value 1 per cent. of the assessed value of such building for the quarter.

(b.) where the quarterly consumption of water is in excess as aforesaid, only such excess shall be charged for.

OBITUARY.

Sub-Inspector Davis.

We greatly regret to record that an old and respected member of the Hongkong Police Force, in the person of Sub-Inspector James Henry Davis, has passed away after a short illness.

The deceased, who was 43 years of age, and unmarried, was one of the batch of marines, familiarly known as the "Forty Thieves," who joined the Police Force in October, 1899, after the acquisition of the New Territories. His friends and colleagues of the Police Force were grieved to hear of his death, which took place at the Aberdeen Police Station at 12.30 this morning. Complaining of heart trouble, he went to bed earlier in the evening, and took a turn for the worse at 11.40 o'clock. An ambulance was procured but, before its arrival, the deceased had breathed his last.

The funeral, which will be accompanied by all the honours due a member of the Police Force, takes place this evening, the cortege passing the Monument at 5 o'clock.

DAY BY DAY.

A coolie, whilst engaged in the discharge of cargo at Holt's Godowns, was yesterday killed by being knocked down by a bale of merchandise. The remains were removed to the Kowloon Mortuary.

A successful whist drive was held at the Catholic Men's Club last evening. The following were the prize winners:—Ladies: 1, Miss Lammerton (177); 2, Mrs. Pile (176); 3, Mrs. Booth (174); 4, Mrs. Hill (137). Gents: 1, Mr. Hambley (178); 2, Mr. Shoolbrook (174); 3, Mr. Tipples (174); 4, Mr. Norris (174); 5, Mr. Cheesley (133). Mr. Finches performed the duties of M.C., and the prizes were presented by Mr. E. W. Brown.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 2s. 5 1/2d.

THE WEATHER.

2 p.m. Barometer:—30.11. Temperature:—58. Humidity:—49.

LIGHTING-UP TIME.

Lighting-up time to-day is 6.21 p.m.

DON'T FORGET!

To-day.

Coronet Theatre—2.30, 7.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

To-morrow.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

considered to commence on the first day of January, the first day of April, the first day of July and the first day of October:—
1st Meter, \$5.00 per quarter, 1st Meter, \$5.00 per quarter, 1st Meter, \$4.00 per quarter, 2nd Meter, \$4.00 per quarter. Rent for any portion of a quarter shall be calculated on the basis of a monthly rate, equal to one-third of the quarterly rate, any portion of a month being counted as a full month.

NOTICE.



NEW DANCE RECORDS

can now be heard at the

Sole Victor Agents,

S. Moutrie & Co., Ltd.

Tel. 527.

Tel. 527.

JAMES STEER.

9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

TEL. 2877

TEL. 2877.

The irritating cough and the obstinate cold will
speedily vanish if you take a few doses of

COLONIAL COUGH LINCTUS

The rapid Cold dispeller

Prices 50cts & 90cts per Bottle.

Warm Friends for Cold Nights.

Our HOT WATER BOTTLES at moderate prices.

COLONIAL DISPENSARY.

14, QUEEN'S ROAD CENTRAL, HONGKONG.

Telephone No. 1877.

FRENCH LESSONS.

G. MOUSSON,

15, Morrison Hill Road.

THE NEW GERMICIDE.
VAPOLINE INHALANT.A few drops of this wonderful Essence sprinkled on the
Handkerchief and inhaled, Cures Colds, Banishes Headaches,
Hay Fever, etc.VAPOLINE INHALANT possesses one unique feature—on
contact with the air it develops & gives off antiseptic vapours
which gradually gain in strength, hence it is very economical in
use. One application giving protection for a whole day.

PRICE:—\$1.00 & \$1.75 per bottle.

QUEEN'S DISPENSARY

Tel. 492

St. George's Building.

NEW CANADIAN PACIFIC
LINER."Ca' Canny" Policy on the
Clyde.

The Fairfield Shipbuilding and Engineering Co., Glasgow, launched recently the twin-screw geared turbine liner *Montrose*, 16,250 tons, built to the order of the Canadian Pacific Ocean Services, for their North Atlantic trade. Fitted for the oil fuel burning, the new vessel is 575 feet in length, with a breadth of 70 feet, and a depth of 68 feet, and is of the shelter-deck type, with a bridge deck extending almost the full length. She will carry only two classes of passengers—cabin and third class—and there will be accommodation on the bridge and shelter decks amidships for 458 cabin passengers, while there will be permanent accommodation for 450 third class passengers, and portable accommodation for an additional 850 if required. The liner is fitted up with every modern equipment for safety and comfort. The propelling machinery, giving a speed of 16½ knots, will consist of two sets of Brown Curtis turbines, driving twin screws through double reduction gearing. The launch, which was witnessed by large crowds of spectators in the yard and on the banks of the river, was in every way successful. Lady Raeburn, wife of Sir Ernest Raeburn, K.B.E., manager in Glasgow for the C.P.O.S., performed the naming ceremony.

After the launch the builders entertained a large company of guests in the offices. Mr. Robert Traill, engineering director occupied the chair, and the builders were also represented by Rear-Admiral Sir Douglas Brownrigg, Bart., director, and Mr. George Strachan, director and secretary. SHIPOWNERS AND HIGH COSTS. The Chairman, in proposing "Success to the *Montrose*, and to the Canadian Pacific Ocean Services, and the health of Lady Raeburn," who had performed the naming ceremony, said the *Montrose* was the tenth vessel the Company had built for the great Canadian Pacific Company. There was always, in those difficult times, regret when a ship was launched, as orders were very difficult to obtain, and the berth would not be easily filled. Shipowners were naturally growing alarmed at the very high costs, and it was difficult to foresee where the reduction was to come from. So large had the costs become that many first-class companies had cancelled large orders. The Fairfield Company, along with other shipbuilding companies, had suffered greatly in that respect. Two large liners, as large almost as the vessel launched that day, had been cancelled, and there was a prospect that others might also be stopped. On Saturday he was present at a dinner when the Duke of Atholl, who was in the chair, made an excellent speech, referring chiefly to the economic situation, and particularly to the workmen. Recently he had occasion to compare the costs of engine-built immediately before the war with a duplicate set of machinery finished at the beginning of this year. The labour costs ought to have been two and three-quarter times the pre-war price. The cost was divided into two sections—that for labour carried out by men working on piece, or contract, and that for time workers. The portion built on piece worked out exactly in accordance with the rise in wages, which was two and three-quarter times the pre-war cost, but the time labour was four and a half times, so that actually they would see clear proof of what was known as the "ca' canny" policy—that they were not getting value for the money given in wages to the workmen. Happily, he thought there was every indication that the same elements in the Trade Union movement appreciated that fact, and he thought that in the near future they would agree to contract work—that was piece work—with workmen. It was not very prevalent on the Clyde, and if it were introduced it would not only keep costs down, but would give a much higher reward to labour, and they were anxious the working men should earn as much as they physically could, and that the better class workman should be able to get a sufficient reward for his extra exertion, and extra skill. Comparing the floating tonnage now and in 1914, he remarked that there was 650,000 tons more for carrying cargo, and this increase in tonnage was

entirely owned by the United States. That seemed to him to be a serious consideration for shipowners in this country. Turning to the liners, however, there were 360 vessels fewer, and it appeared to him that sooner or later that tonnage would have to be made up, and he hoped that Fairfield would get its share. (Applause.)

CHANGED CONDITIONS FOR
LINERS.

Sir Thomas Fisher, who replied, said he thought the Chairman was too optimistic in his reference to the shortage of passenger steamers. He must recognise that the tourist traffic had more or less gone, and in future passenger liners would have to look for their revenue to business men and emigrants. For that reason he held there were more than enough liners built and under construction to cover the requirements of the world during the next few years, and he was afraid the shipbuilding industry was in for a bad time indeed. At a previous launch he had given his opinion that it would be necessary for shipbuilding companies to simplify vessels built for the passenger trade, and the *Montrose* represented their ideal of what a modern passenger vessel should be. There were only two classes—the same as on the railways—and yet provision was made for all requirements. Unfortunately she was designed to burn oil. He held that was a waste, and that the oil should be consumed in an internal combustion engine, but engineers had not yet made sufficient progress with that engine to allow of it being fitted in vessels of that size. The *Montrose* would leave Liverpool on Friday afternoon, and would discharge her passengers early on the morning of the following Friday. She had cost, with her sister ships, in the neighbourhood of one and a half million sterling, and they could only be operated successfully if they were turned round quickly in port, and if they were reasonably well filled on every voyage. Before the war the most successful shipping companies and the most progressive were in Germany, and the greater part of their success, especially on the North Atlantic, was due to the quick dispatch they gave their ships in their ports. He spoke of the necessity of encouraging Continental emigrants in the off season for such liners, but remarked that they could only get these emigrants in competition with the Continental lines if all concerned—the railway companies, the Government officials, the port authorities, and all others concerned—in the transport of emigrants—gave them assistance. If they did not avail themselves of this opportunity it would never occur again, because the Germans could have started. These vessels, to sail punctually, would have to shut out 2000 tons of freight every voyage, and to make them a success something had got to be done to carry this extra freight was going to be shut out under present labour conditions. He appealed for the introduction in port of the three-shift system, and called for the intervention of the Ministry of Transport to bring the various parties together to find a solution which would enable the shipping industry to go forward as it had done in the past. In conclusion, he proposed "Success to the Fairfield Company."

BROKE THE SILENCE.

The non-observance of the two minutes silence on Armistice Day was the cause of the appearance of two workmen before Sheriff Fyfe in Glasgow Munition Tribunal. The men, who were employed in a co-operative attached to a large chemical works, remained at work during the "silence," and by their action aroused so much feeling on the part of the ex-Service men in the yard that the firm deemed it advisable to dismiss them. The men received £2 17s. 3d. in lieu of a week's wages, reckoned on the amount they were receiving at the period when they were working on short time. They now claimed through their solicitor that they should have been paid 26, the average wage for a normal week. Sheriff Fyfe reserved judgment.

THE FACTS ABOUT
JUTLAND.A Symposium of the
Home Press.

Comment upon the Battle of Jutland dispatches is on the whole favourable to Lord Jellicoe. The following are the views of the leading London and provincial journals—

THE TIMES.

At least, it is clear now that the "turnaway" of the Battle Fleet at Jutland, for which Lord Jellicoe has been so freely blamed, was part of the accepted battle plan, had been submitted by Lord Jellicoe to the Admiralty, and had been deliberately approved by them.

MORNING POST.

There was never a reputation more signally vindicated than the reputation, so foully assailed, of Admiral of the Fleet Lord Jellicoe.

DAILY MAIL.

Lord Wester Wemyss, who was First Sea Lord in 1919, has stated that he directed Captain Harper to draw up this record [the unpublished official history of the battle] expressly for the "information of the public," yet Sir James Craig recently declared in the House of Commons that it was "never intended for the public." The only conclusion can be that the Admiralty has sacrificed the public to its consideration for Lord Jellicoe's feelings. For two hours Scheer with a weak German battleship force steamed about in close proximity to an overwhelming force of big ships under Lord Jellicoe. He was not destroyed.

DAILY SKETCH.

Lord Jellicoe is thoroughly vindicated. Actual dispatches and signals show that he was in no way responsible for escape of the German fleet.

DAILY GRAPHIC.

There is no further room for criticising in any little-minded way the grave decisions he (Lord Jellicoe) made.

DAILY TELEGRAPH.

The "Harper" record is withheld, and the raw material of history is thrust upon the uninstructed public without any attempt to indicate its value or to correlate the various documents and extract from them their essential features. Why this course has been adopted is the real mystery connected with the Battle of Jutland.

DAILY EXPRESS.

If Lord Jellicoe had hazarded the Grand Fleet without success, where now would he be—or we? Controversy is vain, and judgment is not justice.

DAILY CHRONICLE.

What we should get to the bottom of is the broader question why the British Admiralty, despite so many advantages of personnel, tradition, and financial resources, proved in so many respects inferior to the German Admiralty as a machine for preparing success in naval operations.

SUNDAY TIMES ("SCRUTATOR").

The alarming fact that stand out from the battle is that in spite of our overwhelming numerical superiority the battle which caution prevented from being a decisive victory might have been a defeat for us without that caution.

MANCHESTER GUARDIAN.

From start to finish Lord Jellicoe was preoccupied with the threat offered to his battleships by German technical skill, mines, submarines, and torpedo craft.

YORKSHIRE POST.

If these papers do nothing else, they do show that Jellicoe was a sufficiently great commander to yield to his subordinate's judgment in a crisis.

LIVERPOOL POST.

The layman will be disposed to conclude that Lord Jellicoe was justified in adhering to the practice laid down by the Tactical Board of the Admiralty.

SHEFFIELD TELEGRAPH.

We must assume from the report that Jellicoe was right.

GENERAL NEWS.

WINDSOR CASTLE STATE
APARTMENTS.

From January 1 the usual charge for admission to the State apartments, Windsor Castle, has been resumed.

WOULD-BE WOMAN SENATOR. Miss Belle Kearney, of Florida, Mississippi, prominent suffragist, prohibitionist, and world traveler, announces her candidacy for the United States Senate, to succeed Mr. Williams, the noted Democrat.

NOTICE.

LANE, CRAWFORD & Co.

TRAIN YOUR DOG

TO EAT

SPRATT'S
Biscuits Dry

which not only act as the canine tooth-brush, but cause a copious flow of saliva which assists digestion.

SOFT FOODS
ARE INJURIOUS

If continuously given, as dogs have a natural tendency to bolt their food.

SPRATT'S PUPPY BISCUITS	\$2.50 per 7 lb. tin
SPRATT'S DOG CAKES	" " " "
SPRATT'S OVALS	" " " "
MELIX	" " " "
DOG SOAP (NALDIRES)	50cts. per Tablet.

WATSON'S
COLD CURE TABLETSCure a Cold in the Shortest
Possible Time.

An Excellent Remedy For

Neuralgia & Malarial Headache.

This excellent remedy is sent regularly
from Hongkong TO CUSTOMERS IN
ENGLAND and elsewhere abroad.

A. S. WATSON & CO., LTD.

THE ROMANCE OF MARINE
INSURANCE.

An Ancient Practice.

Mr. Browning Dick recently read an interesting paper on "The Romance and Theory of Marine Insurance" before the members of the London Institution. The paper was read under the auspices of the Institute of London Underwriters, with the object of arousing further interest and stimulating the enterprise of the younger members of the insurance world.

Mr. Dick pointed out that although the origin of marine insurance was somewhat obscure, there were records showing that about 916 B.C. the Rhodians, who had obtained sovereignty of the seas, devised a system of marine jurisprudence, in which general average was recognized as a commercial custom, although actual insurance is not referred to. Advances on bottomry bonds was practised as a form of insurance by the Greeks, and later by the Romans.

According to one authority, marine insurance was systematized in Lombardy in 1182 A.D. The first record of the words being employed appeared in 1310, when the Count of Flanders permitted the establishment in Bruges of a Chamber of Insurance by means of which merchants "could insure their goods exposed to the risks of the sea or elsewhere" by paying a stipulated percentage.

It is probable that the Hansa merchants introduced the practice of insurance into England, but it was subsequently carried on by the Lombards, who had secured from Edward I. the ground which is now known as Lombard-street, and by the fifteenth century marine insurance was so well established that there were rules governing its practices.

The earliest existing form of an existing policy is dated 1613 on the ship *Tiger*, and is preserved in the Bodlian Library at Oxford. A policy had recently been discovered at the India Office dated 1556 on the three Brothers of London made from the *Miner* to London and the committee of Lloyd's had a policy dated 1630 on the *Golden Fleece* from Lisbon to Venice. This evidenced the fact that even at that time there was an international market for insurance and records were available proving that arrangements were made for policies issued in one country to be payable in another at a fixed rate of exchange for foreign currency. After relating a number of interesting facts leading to the well-known romantic beginning of Lloyd's, from which has evolved the present world-famous system, Mr. Dick traced development through numerous stages and dealt with the several Acts of Parliament dealing with marine insurance. He claimed that marine insurance had materially helped in developing business, for without the security of a policy of insurance no banker would advance money for shipment.

After reviewing the evolution of ships from wooden sailing vessels to the modern oil-fuel-fed liner, and making interesting references to modern salvage steamers, Mr. Dick proceeded to deal with the theory of marine insurance which he said was the original theory on which all forms of insurance had been built up and consisted of the art and ability to secure by premium an income from which losses could be paid and a balance left which could be considered as profit. The lecturer gave comparative statistics demonstrating how modern insurance accounts run off and quoted examples of varying rates on hull and cargo in given routes. He contended that marine under-writing demanded individuality, foresight and knowledge, and a good underwriter had to combine with those qualities *suaviter in modo* when dealing with brokers who offered him risks.

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SINO-JAPANESE MARRIAGES. Intern marriage between Chinese students and Japanese women is prohibited by the Chinese Government. The Chinese Consul at Yokohama recently reported to the Ministry of Foreign Affairs that 17 students were married to Japanese women in 1920. The Chinese press now states that the Ministry has given orders to the Superintendent of Chinese Students in Japan asking him to enforce the law.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—Single man desires one or two furnished rooms, with or without board. Central district preferred. Reply with terms to Box 512 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE—4 Cylinder, 12-16 H. P., five seater Humber Car, wire wheels with spare, acetylene lighting. May be viewed at the Hongkong Electric Company's North Point Generating Station any time by appointment.

FOR SALE.—BRINDLE BULL DOG, 3½ years; Winner every time exhibited, including 3 First Prizes and twice 2nd for Championship. Hongkong. Splendid head, neat rose ears, nice turnup and plenty of bone. Good Stud dog and stockgetter. Excellent condition and as active as a terrier. Apply Box 514 c/o "Hongkong Telegraph."

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 2nd. March 1920.
commencing at 2.30 p.m.
at their Sales Rooms, Duddell
Street
**A Quantity of Valuable House-
hold Furniture**

lands, chest of drawers

Comprising :—

Blackwood chairs, flower stands, stools & table, hessianfield couch, easy chairs, teak overmantels, teak desks and bookcases, pictures, carpet, rugs, etc. etc.

Teak dining tables and chairs, teak sideboards, dinner wagons, ice chest, cutlery, electro-plated & glass ware, etc. etc.

Double brass & teak bedsteads, teak wardrobes with bevelled mirrors, teak dressing tables,

washstands, chest of drawers, etc.
 etc.
 1 Indian Motor Cycle with side
 car
 2 Grand Pianos
 On view from Tuesday, the
 22nd inst.
 Catalogue will be issued.
 Terms: Cash on delivery.
LAMMERT BROS.,
 Auctioneers.

Galvanized Oval Bathtub from 12" to 30"

THE Undersigned have received instructions to sell by Public Auction on
Saturday, the 19th Feb., 1921,
commencing at 11 a.m.

at their Sales Rooms, Duddell
Street
10 cases Coloured Woollen
Yarn - 3 ply Rose Wheeling
4 cases Worsted Border Vene
tians
1 case Suitings
1 case Black Brocade

Road, Kowloon

1 case Black Brocade
 6 Suit Lengths
 2 cases Toilet Soap
 14 Steel Trunks
 183 Galvanized Oval Baths, sizes
 ranging from 12" to 30"
 8 Garden Forks
 Terms :—Cash on delivery.

**LAMMERT BROS.,
Auctioneers.**

THE Undersigned have received instructions to sell by Public Auction on
Tuesday, the 22nd February, 192

LAMMERT

commencing at 2.45 p.m.
at No. 5 Aimal Villas, Kimber-
Road, Kowloon
**A Quantity of Valuable Household
Furniture**
(Particulars from catalogue)
Terms: Cash on delivery

21. LAMMERT BROS.,
Auctioneers

FOR SALE.

MILNER'S SAFES

TAMMERT BE

APPLY TO
LAMMERT BROS
Duddell Street.

FOR SALE.
One Hornsby—Aackroyd & Co

Engine—34 Horse Power. Fuel
Xerosene. Complete with cooling
apparatus in good condition. May
be viewed by appointment at
**GUN CLUB HILL BARBACKS
KOWLOON.**
Apply to the undersigned.

LAMMERT BOOK

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"MENTOR"	22nd Feb.	London, Amsterdam & Hamburg
"TEIRESIAS"	1st Mar.	Amsterdam, London & Antwerp
"HELENUS"	8th Mar.	London, Amsterdam & Hamburg
"STENTOR"	15th Mar.	London, Amsterdam & Antwerp
"NINGCHO"	22nd Mar.	London, Amsterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"ACHILLES"	4th Mar.	Genoa, M'Isles, L'pool & Glasgow
"TELEMON"	16th Mar.	Havre & Liverpool
"KT. of the GARTER"	29th Mar.	Genoa, M'Isles, L'pool & Glasgow
"IDOMENEUS"	12th Apr.	Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"TEUCER"	23rd Feb.	Victoria, Seattle, Tacoma and
"TALTHYBIUS"	16th Mar.	Vancouver
"TYNDAREUS"	6th Apr.	

NEW YORK SERVICE

(via Suez or Panama)

HOMeward PASSENGER SERVICE

"MENTOR"	22nd Feb.	for London
"TEIRESIAS"	1st Mar.	for London
"STENTOR"	15th Mar.	for London
"IDOMENEUS"	12th Apr.	for Liverpool
"PYRRHUS"	3rd May	for London
"ANCHISES"	21st June	for Liverpool
"MENTOR"	5th July	for London
"TEIRESIAS"	19th July	for London

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From NEW YORK via JAPAN
PORTS, DAIREN &
SHANGHAI.

The Company's Steamship

"ALTAI MARU,"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 22nd inst., will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA,
Y. YASUDA,

Manager.

Hongkong, 16th February, 1921.

W. S. BAILEY
& CO., LTD.,ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.

HARBOR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to
50 B.H.P., now in stock
also spare parts.

Works ... Tel. K.21.
Manager ... K.329.
Secretary ... K.369.
Harbour Engineer ... K.28.
Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship
"LOWTHER CASTLE"

From NEW YORK

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 17th February.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 4th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.

NOTICE TO CONSIGNEES.

STRUTHERS & DIXON INC.

S. S. "WEST HENSHAW"

From SAN FRANCISCO.

The Steamship

"WEST HENSHAW"

having arrived from San Francisco via ports, on Feb. 17th, 1921, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 22nd Feb., 1921, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 24th February, 1921, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

For Div. of Opr.
U. S. Shipping Board
Emergency Fleet Corporation.
Hongkong, 17th February, 1921.

PACIFIC STEAMSHIP CO.,

United States Shipping Board
Emergency Fleet Corporation
Barber Steamship Lines, Inc.
Managing Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions.

Hongkong, 13th February, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Co's Steamer

"TITAN"

are hereby notified that the Cargo will be discharged into the Godowns, where it will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th Feb., will be subject to rent.

All Claims against the Steamer must be presented to the under-signed on or before the 10th March, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 18th February, 1921.

WORLD WIDE SPORT.

Holing in one stroke was twice accomplished at Coombe Hill recently. Sandy Herd did it at the 12th (162 yards), and a member at the sixth, which measures 159 yards. Herd has now 14 "ones" to his credit at Coombe Hill.

In order that they may be acclimatized for the big games, 40 polo ponies which will be used by the American team have been sent to England. They will be in England a full six months before they are called upon to take part in the international event in June.

Carpenter will not fight Moran before his match with Dempsey. His manager, M. Descamps, has stated that such a contest would take too long to organize. He said there was a possibility that Carpenter might meet Tommy Burns, perhaps at Monte Carlo, but nothing has been settled yet.

Vardon characterised the Holywood Course, at Deal, New Jersey, as the best he had played over, but Ray favoured Lido, at Long Island. They were both of opinion that Mr. "Bobby" Jones, of Atlanta, and Mr. "Chick" Evans, of Edgewater, are the best amateurs in the States, and that Jones is the better of the two.

Miss Cheng, of Edinburgh University, was perhaps the hardest worker for Scotland against the American lady hockeyists, and Miss A.O.S. Third, the centre-forward, was coolness itself after the first ten minutes. Miss N. Strathairn, the Scottish captain, had a hot handful when Miss S. Goodman and Miss C. Cheston, the American right wingers, got busy.

Colonel J. G. Grieg, the well-known Hampshire and Army cricketer, has been appointed secretary to the Hampshire County Cricket Club. He will not, however, be able to take up the post until 1922, as in his present capacity of military secretary to the Governor-General of Bombay he must be in India during next winter when the Prince of Wales pays his promised visit.

COMMERCIAL NEWS.

ITALIAN RAILWAY RATES.
Italian railway fares have been increased 60 per cent. and goods rate at 100 per cent.

CHINESE RAILWAY SERVICE.
The Chinese Press reports that the Ministry of Communications has concluded a \$5,000,000 loan for railway vans, etc. It is stated that the agreement was signed on January 10.

SAIGON RICE MARKET.
Messrs. W. G. Hale and Co., Ltd., Saigon, state business is stagnant in the rice market. The prospects for the coming crop are, however, good; the amount available for export will probably be a million tons.

CANTON-SAMSHUI RAIL STRIKE.
The members of the engineering staff of the Canton-Samshui Railroad are on strike, declaring that their new superintendent of work is an incompetent engineer, and that they will not serve under him any longer.

SHOULD FOREIGN GOODS BE

MARKED?

The British Associated Chambers of Commerce have rejected a motion in favour of the compulsory marking of foreign goods entering the United Kingdom. Speakers said such a course would prejudice re-export, and might re-act unfavourably abroad.

SINGAPORE AS SUBMARINE BASE.

In view of the present and

coming importance of the Far

East in the chain of Empire

defence, it has been suggested in

the House of Commons that an

important submarine base should

be established at Singapore. It

was stated at the same time that

H. M. S. Ighite, the flagship

of the Commander-in-Chief of

the East Indian Station, is

obsolete and more or less useless

for its purpose.

LARGE RUSSIAN CONTRACT FOR

ENGLAND.

Messrs. Armstrong, Whitworth

and Co., have entered into a

provisional agreement with the

Russian Trade Delegation to

England for the repair of

practically the whole of

Russia's railway locomotives. It

is of course, a very large con-

tract. Commencement of the

work will depend on the ratifica-

tion or otherwise of the Anglo-

Russian trade agreement.

MANILA REPORT.

Messrs. Warner, Barnes & Co.,

Ltd., Manila, in their report

dated January 15th, state:—The

hemp market has ruled dull with

few transactions, and prices are

nominally unchanged, though

the tone is weak. Severe

cuts have been made in

London on recent parcels of U.

K. grades arriving there contain-

ing weak fibre, and the attention

of the P. I. Government has been

drawn by the exporters to the

importance of more regular

classification and the prevention

of false packing. A moderate

demand from Japan for cen-

trifugals and low grades of sugar

has been met only by a few of the

producers at the prices. The

majority of planters have pro-

ferred to store, relying on the

Government to finance them

while they wait for the high

prices of last year. The copra

market continues dull at un-

changed prices. Arrivals con-

tinue small. The coal market is

easier, and prices lower.

The rice market has continued

quiet during the past fortnight.

The maximum duty on imported

rice came into force on the 1st

inst. i. e., P2.40 per 100 kilos.

This rate was provided for by the

Philippine Tariff Law of 1909,

but has never been put into force

until this year, the former rate

of duty being limited to P1.00

per 100 kilos. The last quotation

from Saigon is P6.25 per picul

c. i. f., which is equivalent to a

laid-down cost of P7.62 per

SHIPPING.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART
MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
AMELAND	February	Rotterdam & Hamburg	21st Feb.
ALDERAMIN	March	Amsterdam & Hamburg	21st Mar.
TJIMANOEK	April	Rotterdam & Hamburg	21st April.
BOEROE	May	Rotterdam & Hamburg	21st May.

For full particulars please apply to

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KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP

"VAN CLOON"

on the 1st March.

Singapore and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

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HONGKONG, CANTON & MACAO
STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM-
BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) & 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) & 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m.)
From Macao—Daily at 8.00 a.m. and 2 p.m. (Sundays at 5 p.m. only).Further information may be obtained at the Coy's Office, Hotel Mansions
or from Messrs. Tnos. Cook & Son, Booking Agents, Hongkong.

cavan, including the present higher rate of duty. Some 60,000 piculs are due to arrive here from Saigon during the next few days, and importers are offering to sell at P9.00, with few buyers. American Flour prices have dropped since our last circular, and a further fall in price is expected shortly.

SHANGHAI SHARE MARKET.

Messrs. A. D. Anderson & Co., Shanghai, in their circular dated 5th February state:—The past week's work as was only to be expected under the shadow of the approaching native festival, has been slight, but there has been no pressure on the market for the liquidation of shares, but rather, up to the moment of going to print, an inclination to buy most of our securities. This is, of course, due to the sensational crop in sterling exchange whereby silver funds, held for conversion, are now induced to seek local investment. London Quotations.—Indo-China S.N.Co. Defd. 33 and Prof. 4½. Chartered Bank, 15. Hongkong & Shanghai

Bank 107. Chinese Reorganization Loan British, 62½ and French 58.

BRITISH RAILWAY EXPERTS AND CHINA.

With reference to the paragraph in *Shipping and Engineering* (Shanghai) of January 21, stating that, as far as was known, there was not a single technical or expert representative of

British railway interests in China at the present time, it has come to the notice of our contemporary that a gentleman recently arrived in Peking in the interests of a Newcastle-on-Tyne firm of locomotive builders, and is attached to the Representatives of British

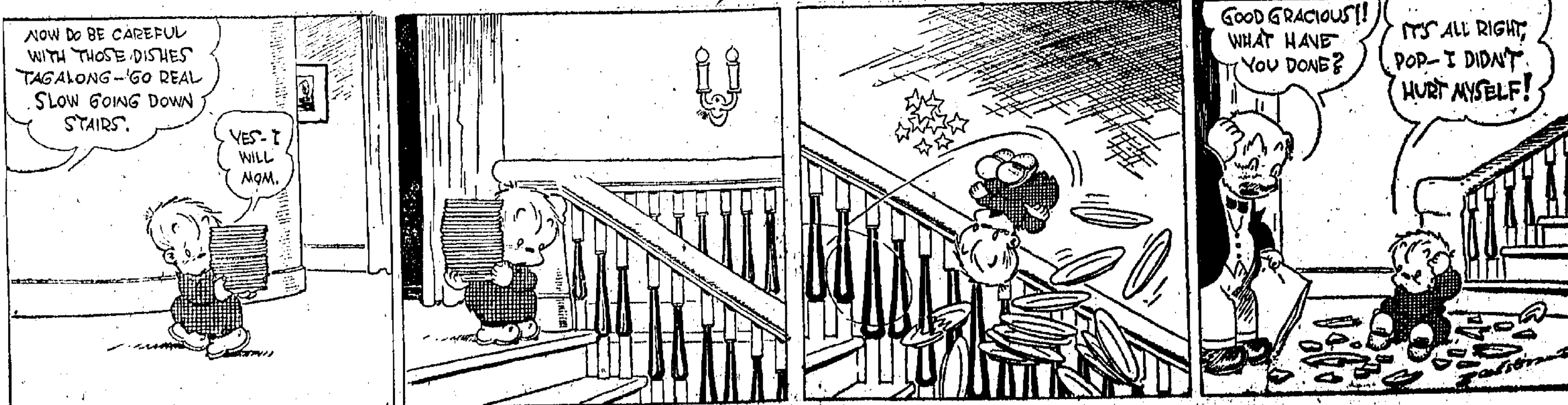
Manufacturers, Ltd. This gentleman is said to have had extensive experience of locomotive work, particularly in Brazil, in which country he supervised the carrying-out of some large contracts.

"While we are pleased to give publicity to this information," adds the journal, "the hard fact remains that there is a serious dearth of expert British representatives in China."

FRECKLES AND HIS FRIENDS

Yes, But How About the Dishes?

BY BLOSSER.



A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

JEFFREY'S CELEBRATED PILSENER BEER.

BREWED IN SCOTLAND.

Prices:—per case of 7 doz. \$24.00
per doz. - - - 3.50
(INCLUDING DUTY)

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Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 18, 1921.

DIAMOND TIARAS AND IRELAND.

Parliament has reopened. According to Reuter, the occasion was marked by pageantry of the most brilliant and gorgeous description. The account of the ceremony which has come over the wires brought to mind the triumphal procession to the ballroom, with a touch of the Delhi Durbar to sustain the note of regal pomp and circumstance. The adjectives employed by Reuter were many and varied. We hope our readers were suitably impressed. Frankly, we were not. Descriptive drive of royal purple robes, rivers of diamonds and Peeresses vying one with another in the display of diamond tiaras leaves us cold. That sort of stuff is real "meat" for the extremists, and we could not help thinking, when reading it, of the contrast provided by the spectacle of unemployment which is at present stalking the land. If there must be these spectacular displays, which read very like a description of a circus procession (frankly we don't see the need of them), then the less said about them the better. To flash the glittering details round the world by expensive cabling is about the most effectual way we can think of to breed Bolsheviks and Communists. If we get much more of this kind of stuff, some of these mornings our Manager will get over the wrong side of the bed, and Reuter will probably hear something to his disadvantage. Having got thus far, we must confess to feeling better, and would ask our readers to bear with us while we say something on that interminable subject—Ireland.

During the recent civil crisis, the Government were fortunate enough in lighting on the datum line as one way out of the difficulty. Now, is it not possible to find a datum line for the Irish tragedy? Apparently not. Mr. Lloyd George has agreed to the necessity of negotiating a truce. He goes further. He is of the opinion that once the murder campaign were stopped it would never be renewed. That sounds pretty hopeful, and most folk would naturally argue: "Why not stop, then?" Ah! but wait a moment. "Those responsible for order," he says, "strongly urged against a truce without an express condition for the surrender of arms." Well, that's maybe just as it should be, coming as it does from soldiers, anyhow. But who really is responsible for order in Ireland? Isn't the onus on Parliament, with Mr. Lloyd George as its mouthpiece? Of course, and as it should be, too. Unfortunately, or otherwise, according to our political creed, the tail more often than not wags the dog. Boiled down, then, Mr. Lloyd George is the one responsible for order in Ireland to-day. That fact admitted, we are compelled to hazard the opinion that our worthy Prime Minister is for a reason best known to himself, sheltering behind those whom he has placed in the Green Isle to preserve order. That they have not succeeded is only too manifest to-day. Indeed, we go further. The very folk whose present mission is to secure peace in that country have apparently been guilty of creating disorder. This the Premier admits himself. At last, in reply to Mr. Asquith's demands, says a Reuter's telegram, Mr. Lloyd George agrees that General Strickland's report in regard to the burnings at Cork shows that the Black and Tans committed acts of "indiscipline" in the city on that occasion. Such has been suspected for some time past. The Sinn Féiners and the Labour Party said so on the day following the outrage. They were disbelieved. And rightly so. With the ruins of Cork smouldering, and no authenticated evidence to hand, there was no sense in taking anything for granted. But now the House has got the facts.

It cannot be too strongly urged that the Government must do all in its power to steady the armed forces of the Crown in Ireland. Sinn Féin has never apologised for physical force and is not likely to do so at this time of day. Nor will our people accept an apology from murderers. But surely the present situation is not altogether hopeless. A way out must be found. Tactful men are needed at the head of the armed forces to re-establish civil authority. Statesmanship of the highest order is required to plan the future. The who e Empire is now for sheathing the avenging sword and for the coming of peace. So much hangs on pacification—the recognition of the sacredness of human life, public economy, the strengthening of the Empire and the goodwill of the world. Reprials simply intensify the trouble. Murder and outrage never brought victory to any cause, however good it may have been. Our Government must have clean hands. On its rectitude the record of our country stands or falls in the eyes of the world. The Premier counsels patience, and then he is confident that order will be restored in Ireland. That may be so. But neither Sinn Féin nor a code which exacts and eye for an eye or a tooth for a tooth will help towards a solution.

NOTES AND COMMENTS.

Co-operation.

Having regard to the widespread talk regarding Chinese and Western industrial co-operation, there is a considerable element of interest in a leaflet lately issued by the Kiangnan Dock and Engineering Works, an added timeliness being given to the subject by the recent appeal for joint activity which Mr. Alfred Sze made when leaving London on his transfer to the Chinese Legation at Washington. In 1905, when the Kiangnan Dockyard was "little more than a mudhole," Admiral Yeh, an officer brought up under British traditions, in conjunction with Mr. R. B. Mauchan, a Clyde man, set about the task of constructing a thoroughly efficient, up-to-date undertaking. The loyal co-operation between the representatives of the Chinese Government and the European staff has resulted in establishing an enterprise of which both the Chinese owners and the European managers may well feel proud. Besides being a naval dockyard, the Kiangnan installation has met with remarkable success in merchantshipbuilding, as not only has it constructed some fine vessels for the Upper Yangtze services, but it has completed the s.s. Mandarin, of nearly 15,000 tons displacement, the first of a quartette of vessels on order from the United States Shipping Board. "In this," it is observed, "there is a lesson to be learned by all foreigners who come to China to develop her natural and industrial resources. It is not only necessary that the foreign staff should be technicians of the highest attainments, but they must have the courage to stand by their opinions and be able to prove by the quality of their work that they are worthy of the positions they hold." The dockyard has been run on strictly commercial lines. It has enjoyed no privileges from the Government that are not available to any of the foreign yards operating in China. The whole of the material imported for the yard has to pay the usual Customs duty. This factor has tended to put the Kiangnan Dockyard at the head of the industry in China. It has had to justify its existence by financial results.

Social Evils at Shanghai.

A little while ago we remarked upon the progress which Shanghai was making in the diminution of social evils. It was reported that "The Wheel" had been suppressed, and that the Chinese authorities had decided to close the Trenches, as the result of representations made to them over the Hazelton tragedy; while the International officials had reduced by 20 per cent. the number of "licensed" haunts. Recently it was announced that "The Wheel" had been revived—that is, the premises had been reopened under another name. The position in regard to the Trenches is causing much dissatisfaction to the better class of Chinese residents, as appears from the vernacular Press; and a petition headed by the Chairman of the Chinese Chamber of Commerce has been addressed to the Military Governor, complaining of the gambling, immorality, and fighting that prevail. It seems that the proprietors of these low-class bars resist the Chinese police in the enforcement of the midnight regulation, and the Governor, after conferring with the *doyen* of the Consulate corps, has notified the people concerned that future breaches will be dealt with according to Chinese law. But why not carry out the closure of these dens of iniquity, if necessary by concerted action?

The "Mask" Again.

In these days of Republics, Soviets and other democratic forms of polity, there is an element of variety in the news that the "rightful King of France" has been unearthed. The discovery is rendered more dramatic by the claimant's descent from that mysterious character the Man in the Iron Mask, as readers are informed by a very well-known lady writer, Miss Cicely Hamilton. Moneigneur Henri de Valois, a dignitary of the Church of Rome, is "grandson two or three times removed" of the Mask, who married and "begat a son in spite of his life-long imprisonment, the narrative tells us. The theory that the unfortunate prisoner was a twin brother of *le Grand Monarque*, as related by Dumas, had a good many believers at one time, but we do not remember to have

DAY BY DAY.

WHILE CORRECTING YOUR DIS-OBEDIENT OFFSPRING IT MIGHT BE WELL TO REMEMBER THAT YOU DID NOT DIE YOUNG.

A Chinese was yesterday admitted to the Government Civil Hospital suffering from injuries caused by being knocked down by motor car No. 463.

Yesterday's health return shows one case each of small-pox (Chinese), diphtheria (Chinese) and paratyphoid fever (Portuguese). The diphtheria case was fatal.

Members of the Helena May Institute and their Friends are reminded that the Bishop of Victoria will give an address at the Institute on Tuesday next, the 22nd February.

To-morrow's "Camera News" page will contain an interesting batch of local pictures. These will include groups taken at the weddings of Mr. J. H. Gordon and Miss Shapland, and of Mr. J. S. Smith and Miss Petersen; portraits of Cpl. G. A. Grimes (the local Bisley champion) and Mr. Andrew L. Mair (the Kowloon Marathon winner); two photographs of the start of the Marathon Race; and a picture of the wrecked aeroplane which came to grief at the flying exhibition last Sunday.

A Hongkong cargo junk arrived in the Colony yesterday bringing a report of a shooting affray to which she was subjected when on her way to Hak Ngan Point, in Chinese territory. According to the report made by a foki of the vessel, the junk was on the previous night met by a strange vessel containing ten men, and was fired upon. This was subsequent to the issue of a challenge from the cargo trader, as to whether they were friends or foes. The only reply received was a shot from a rifle which wounded the master of the trader in the knee. After this, the vessel cleared off, and the explanation for this was that each vessel mistook the other for a pirate ship, it being too dark at the hour to permit identification.

A complaint in respect of unusually malicious conduct was to-day heard by Mr. G. N. Orme in the case in which a Chinese woman, living at Third Street, charged a neighbour and her son with assault. It appeared from the evidence that the youth was in the habit of knocking at the complainant's door, and using expressions which were not calculated to soothe her sense of personal dignity. As this form of ragging had been persisted in with irritating frequency and always with the accompaniment of the same filthy expressions the lady eventually decided to go over to her neighbours residence and have it out with her. There then ensued the usual squabble, and, apparently getting the worse of the exchange of verbal shafts, the complainant turned round to go, when, at the staircase, she was followed by the mischievous boy and kicked. As if this insult was not enough, the boy's mother emulated her son's example by giving the complainant a push which threw her down the stairs. She sustained a fractured wrist in the fall. The Magistrate, after hearing this evidence, decided to make an example of the culprits. He sentenced the mother to a fine of \$20, and ordered the boy to be given a good flogging. A sum of \$10 was to be deducted from the amount of the fine and paid over to the complainant as "medicine money."

seen it suggested before that he was the elder of the pair. What does Mr. Tighe Hopkins, whose book analysing the claims of the various candidates for the "Mask" ship solves the mystery in quite another way, think of the discovery? If there were anything in the rumour of a Royalist restoration in France, it could hardly be a tranquil affair. The new aspirant's claim, from the point of view of descent, would take priority not only over the Duke of Orleans, the Napoleonic representative, but over the now-celebrated Naundorf family, who claim to be heirs of Louis XVII (the "Lost Dauphin"). Nothing is said about Moneigneur's proofs, though. Happily, Mgr. de Valois, as becomes a good Churchman, has no intention of forcibly asserting his claim, which is just as well, seeing that Europe has disturbances enough.

THE BOOKSHELF.

(By "Librarian.")

A GERMAN ON THE WAR.

The world has been given books by Ludendorff and others of the military party, and the late Dr. Bethmann-Hollweg resorted to publishers more than once after the Armistice. The ex-Chancellor's volumes had too much of the character of the special pleader to make them a dependable guide. Except for the series of documents issued by the Republican Government after a committee had investigated the archives of the Imperial regime, probably no publication from the German side has provided such a matter-of-fact type of narrative as that lately published at Berlin from the pen of Dr. Karl Helfferich, who was Finance Minister, Home Secretary (Minister of the Interior), and Deputy Chancellor. Some thought that he would have succeeded Bethmann-Hollweg as Chancellor, but Count Hertling was chosen. Subsequently Helfferich was one of the envoys to Moscow, when the Treaty of Brest-Litovsk was signed. Germany was still high up in the stirrups then—at any rate, seemed to be. Not long afterwards Helfferich was engaged in connection with the most humiliating event in his country's history, as he played a large part in the German preparations for the conference after his country had practically surrendered.

The first point that is brought out is the inadequate German preparation for war on the industrial side. The military and financial preparations were irreproachable, but "no similar preparations had been made in the sphere of production and trade." In spite of repeated suggestions that an Economic General Staff should be created, nothing effective had been done. The military continued to rely on Schlieffen's theory of a short war on the model of 1866 and 1870 and the civil departments neglected to think out the implications of a blockade. Practically all the measures that were taken to remedy this neglect were pure improvisations. Within five days of the British declaration of war Herr Walther Rathenau had set on foot the organization of the Raw Materials Department of the German War Office. He was afterward replaced by a soldier, and a lecture which he gave in Frankfurt late in 1915, and subsequently published, explaining and defending his work, was an extremely useful one for English-speaking readers as to the preoccupations of the German authorities. Helfferich himself was responsible for the Z.E.G. (Zentral-Einkauf-Gesellschaft, or Central Purchasing Office), which unified the system of German purchases in neutral countries and thereby prevented the inevitable competition between rival individuals, German Departments, and Allies.

One of its most notable achievements was the purchase and transportation of most of the Rumanian harvest of 1915, against the active opposition of the British, who, however, "came into the field too late." By dint of acquiring a Danube flotilla of its own, making fresh sidings and other improvements on the Hungarian railways, and of agreements with the German and Austro-Hungarian military transport authorities, the whole of the purchased grain had been taken to Germany before Rumania entered the war.

Helfferich had been an early advocate of the opening of the Danube and the securing of through communication with Turkey. He has ground for the assertion that had the Salonica front been driven in, Germany would have been spared the Rumanian intervention.

Another of Helfferich's achievements was the organizing, with financial support from the State, of the manufacture of nitrogen from the air, without which German agriculture—not to speak of the munitions industry—would have suffered far more severely from the loss of Chilean nitrates. He was also responsible for the form of the "controls" applied to German trade and industry as the effects of the blockade began to be increasingly felt. One of his most difficult tasks was the rationing of paper to the Press. He made up his mind that it was undesirable to allow the smaller local and provincial papers to fail through lack of paper, and therefore he rigorously restricted the supply to the bulkier papers in the larger centres. This drew on him fierce opposition from the Berlin Press, so much so that

BILLIARDS.

The Open Championship.

Playing in the third round of the Open Championship at the V.R.C. last night, E. Guimarez defeated C. Botting, 500-314, and will thus play in the semi-final. Guimarez made breaks of 40, 25, 24, 22, 21, 20 (twice), 19, 18 (twice), 17 (four times), 16, 13, 12, 11 (twice); Botting's best efforts were 29, 24, 21, 20, 17, 14 (twice), 13, 10.

The game between T. B. Golding and Leung Kam Kong fixed for to-night has been postponed until the 21st at 6 p.m., on account of the former being at camp.

HO KOM-TONG CUPS.

At the Palace Hotel last night, Ho Shai Cheong (-150) beat H. J. Jeffreys (-75), 250-213. Highest breaks:—Ho, 20, 15; Jeffreys, 23. W. G. Gerrard (-150) beat J. Caffin (-50), 250-237. Highest breaks:—Gerrard, 29, 16 (twice), 15; Caffin, 17.

To-night's Games.

In the second round commencing to-night the following players will appear:—

6 p.m.:—Sergt. Allen (-100) v. J. Parkes (-200).
9 p.m.:—R. A. Tyrrell (-100) v. T. Reeves (-150).

one of his most important Reichstag statements was not reported at all.

Another of his enterprises was the building of commercial submarines, an expedient adopted after Tirpitz had vetoed the use of the enlarged U-boats for that purpose. The rubber and nickel brought back by the Deutschland from Baltimore "covered the urgent military demand," he tells us, "for a good many months."

When Ludendorff decided, in October, 1916, that a measure of industrial conscription for men and women was needed, Helfferich was asked to draft the project, in spite of the fact that he regarded the step as too exacting. This is his account of how he did it: "It was on Sunday, October 29, that I undertook to work out a draft which could serve as a basis for further discussion. Although I was very much occupied at the moment, in addition to my usual work (as Minister of the Interior or Deputy Chancellor), by the Reichstag negotiations over the censorship and the state of siege by the Bundesrat Committee on Foreign Affairs, which met on October 30, and by the Polish question, at that time on the brink of decision [the decisive proclamation was issued on November 5, 1916], I was able to go over the main heads of the bill with Gen. Groner on Monday, November 2, and to arrange for it to be discussed point by point during the following week with representatives of employers and employees." It was probably his mastery of detail that made him persona grata to both Ludendorff and his successors, and also, in spite of grave differences of opinion, to Ludendorff and the military, as well as to the Kaiser and the Crown Prince.

The Deputy Chancellor was much opposed to unrestricted submarine warfare, foreseeing that it would bring America in. After the debacle of November 1918 Dr. Helfferich continued for some time to participate in the counsels of the nation as one of the coalition between the Majority Socialists and the less-compromised members of the former Government. Later he dropped out in the course of the changes that the Ministry underwent, but it may be that his political career is not finished.

According to the *Publisher's Circular*, the output of books published in the United Kingdom last year totalled 11,004, practically the pre-war level. This is a matter for astonishment considering the heavy increase in the cost of production.

The Manchester University Press has issued "Captain Miles Standish," a study of the genealogy of this leader among the Pilgrim Fathers, an opportune volume when the tercentary of the Plymouth embarkation has been lately celebrated.

The Spanish novelist, Ibanez, whose "The Four Horsemen of the Apocalypse" was certainly one of the most-talked-of works of fiction of recent years, has just published "The Enemies of Women," which is receiving many encomiums.

TO-DAY'S MISCELLANY.

"George Washington, is the only person I ever heard of who always told the truth," remarked Mr. Justice Darling during the hearing of a case at the Old Bailey. As a matter of fact, this claim for unswerving veracity was originally made on behalf of one of the Judge's own countrymen; the eldest son of James Beattie, who died at the age of twenty-two. The author of "The Minstrel" soothed his grief by writing a biography of his son, in which appeared the story of the cherry-tree and many other instances of young Beattie's faultless demeanour. When Washington died an American bookseller named Mason S. Weems thought that a biography of the first President, written in a popular style, would be a profitable venture, and determined to write one. Little was known of Washington's boyhood, so Weems evolved much of this portion of his hero's life from his own imagination and from books he had read. The cherry-tree and little hatchet incident was taken almost verbatim from Dr. Beattie's account of his son, which was published eight years before Washington's death. Other things credited to Washington were equally untrustworthy; for example, the assertion that in his younger days he had thrown a silver dollar across the Potomac at Mount Vernon—a feat which is manifestly impossible.

Weems's book, in spite of (or possibly because of) its obvious inaccuracies, enjoyed an enormous sale, and together with the Bible constituted the entire library of many American homes during the early years of last century. An American historian, Mr. Hubert C. Fuller, complains that "Mason L. Weems is responsible for our people having built up an entirely false impression of Washington." James Barton, one of the best-known of the earlier American biographers, at great trouble collected material for an authoritative "Life of Washington." Then, after gathering his notes and realising the manner in which Washington was deified by the people, he destroyed them, with the statement: "I could never write a biography of General Washington, consistent with my ideas of historical accuracy, that the American people would tolerate."

Is there something more than coincidence in the brilliant scholastic achievements of three "Ministerial hopes" this winter—the sons of Mr. Asquith, of Mr. Runciman, and of Sir John Simon, asks a writer in a Home journal. Will heredity take the straight line of succession in these cases? Ordinarily it may be said with some confidence that heredity runs truer in the case of statesmen than in any other—which may or may not be a compliment to the conditions of public life. Galton used to say that the son of a judge had 500 times as great a chance of success in life as an ordinary mortal, and yet how few, comparatively, of the sons of judges have been specially distinguished; how few, of the sons of men of letters, of artists, of soldiers, of eminent Churchmen. It seems to be in public life alone that those peculiar gifts which make for success are transmitted with any regularity. It will be said, of course, that a successful politician has special opportunities of placing his sons, but there is something on the other side. "I have lived too long in the shadow of a great tree," said the second Duke of Wellington, when someone reproached him with lethargy, and the truth of this has a wide application.

Yet in politics there are many cases of transmitted brilliance. There are the two Pitts, for instance, and there are the Peels. Only death in war broke the transmission in the case of the Gladstones; Lord Salisbury was the father of one solid and two brilliant politicians; the Selbournes are carrying on the tradition respectively, and so are the Chamberlains. The Lansdowne tradition has counted continually in the politics of a century. There were the three Redmonds; there has been the great Russell tradition, and so on.

£4,000,000 NAVAL PRIZE MONEY.
The amount of prize money authorised by Parliament to members of the naval forces is approximately, £4,000,000.

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FOOTBALL.

The Week-End Programme.

To-day, on the Club ground, at 4.30 p.m., the Wiltshires meet the Police in the Shield Competition.
The matches for to-morrow are as follows:—

SHIELD COMPETITION.

Hongkong Club v. R.G.A.—Club ground, at 4.30 p.m.
S.C.A. v. H.M.S. Titania.—S.C.A. ground, at 4.30 p.m.
St. Joseph's College v. Kowloon.—St. Joseph's ground, 4.30 p.m.

DIVISION II.

United v. H.K. Club Reserves.—St. Joseph's ground, at 3 p.m.
Staffs and Depts v. H.M.S. Carlisle.—Sookunpoo ground, at 3 p.m.
Kowloon Reserves v. Indian Rec. Club.—Navy "B" ground, at 3 p.m.
22nd Punjab v. R.G.A. Reserves.—Navy "A" ground, at 3 p.m.

RUGBY.

Navy (winners of H.K.F.C. Cup) v. The Rest.—Club ground, 3.30 p.m.

This week-end will see the senior Club engaged in the second round of the shield competition. To-day the Police receive the Wiltshires on the Club ground, where the holders will struggle hard to repeat their success of last year. The Wiltshires are, however, expected to win, for on present form they are favourites for the League and Shield.

To-morrow the remaining matches will be played in this competition and some excellent games will be seen. The Club are due to receive the R.G.A. on the Club ground, and the game should be very even and is expected to end in a draw. The Club will have to make improvement on their team of last week if they expect to go far in the shield competition. Last week Gerrard and McPhail were resting and they both should be included this week.

The match that will draw the biggest crowd will be the one on the S.C.A. ground, where the local team receive the Titania. The previous meeting between these

teams ended in a win for the Chinese by one goal to nil, and the sailors are out to reverse this result. A very good game should be seen and the Chinese being good shield fighters, should just get through.

St. Joseph's are at home to Kowloon, and the Kowloon should win. The College team last season were the favourites for the Shield and went down to the Police after a replay in the final. Kowloon are much stronger this season and with the assistance of Crocker, the ex-navy goalie and a few Service men, they should turn the tables on the College team and pass into the next round.

In the Junior Division, the staff receive the Carlisle at Sookunpoo where the sailors should win. The United should be at the Club reserves on the St. Joseph's ground. The Kowloon and R.G.A. Reserves should beat the Indian Recreation Club and Punjabis respectively.

On Monday next, on the Club ground at 5 p.m., a grand charity match has been arranged between teams representing the Navy and army, the proceeds of which will be devoted to the fund now being raised to assist the dependents of those who lost their lives in the submarine K.5. A record attendance is expected.

The 1st Division table to date is:—

Club	P	W	L	D	Goals For	Goals Against
Wiltshire	13	10	1	2	26	12
R. G. A.	13	8	3	2	26	15
H. K. Club	13	5	4	4	19	10
Kowloon	13	5	3	5	16	13
Tamara	12	6	6	0	19	17
S. C. A.	12	4	4	4	11	13
Titania	10	4	5	1	17	14
H. K. Police	12	2	7	3	8	23
Ambrose	12	1	10	1	10	32

QUIZ.

TEAMS.

The Kowloon team against St. Joseph's will be:—W. Crocker, F. Wheeler, T. L. Knight, J. Coupland, A. Weyman, B. Pasco, C. Millard, J. Mair, R. E. Townsend, F. Evelyn, P. Beesley.
The Kowloon team against the I. R. C. will be:—W. Muskett, S. Adams, A. Spary, C. E. Stewart, S. Hower, R. Roberts, E. Donovan.

LATE MR. J. H. GARDINER.

A Tribute in Court.

This morning at the Supreme Court, the Attorney-General, the Hon. Mr. J. H. Kemp, K. C., mentioned the sad death of Mr. J. H. Gardiner.

The Attorney-General said:—May it please your Lordships, may I refer to the loss which the legal profession has sustained by the death of Mr. John Henry Gardiner. Mr. Gardiner had been a solicitor of this Court for over fifteen years and by his courtesy, kindness, reasonableness and integrity he had won the esteem and affection of all who knew him. We shall miss him in these precincts. On behalf of both branches of the legal profession I would say that we offer to Mrs. Gardiner our sincere and heartfelt sympathy.

The Chief Justice said the profession had met to do honour to the memory of one by whose death each one felt he had suffered a personal loss. He spoke of the deceased's high personal honour and great integrity and large practice, saying that with many clients of small estate his influence was very great and always very good. The deceased was always ready to give assistance to a poor man who had an honest claim. Many cases in which, had they gone to trial, the parties would have ruined themselves and each other, had been settled out of Court by his sound common-sense and friendly counsel. Practising members of the Court, Officers of the Court and the Judges tendered their sincere and respectful sympathy to his widow. There was a large gathering of solicitors in Court.

RIFLE LEAGUE.

Tamar v. Titania.

The following is the result of a very close and keenly contested shoot between H.M.S. "Tamar" and H.M.S. "Titania" at the King's Park Range on the 18th instant, resulting in a win for H.M.S. Tamar:—

H.M.S. "TAMAR."	200	500	600	Total
Mr. Clemow	42	43	41	126
Mr. Botting	49	40	39	119
Mr. Selby	41	41	32	114
Mr. Brazendale	36	40	35	111
Mr. Snell	38	43	25	106
Mr. Ravenscroft	39	31	31	101
Mr. Patey	30	43	23	96
Mr. Way	40	33	23	93
Total	400	430	360	866

H. M. S. "TITANIA."

H. M. S. "TITANIA."	200	500	600	Total
Mr. Scott	40	43	29	112
Mr. Jackson	40	47	34	121
Mr. Tapley	38	39	41	118
Mr. Sigsworth	38	41	30	109
Mr. Blackford	36	38	35	109
Mr. Barker	40	33	33	106
Mr. Taylor	29	35	34	98
Mr. Pantony	32	28	20	80
Total	380	430	320	863

A. Palmer, J. Coombs, K. Mason, A. Estorff.

The following will represent the United match on Saturday, the 19th inst., St. Joseph's Ground Kick off 3 p.m.:—W. McLeod; A. E. Simmons; D. D. Urquhart; W. Barker; D. Laing; J. Leonard; J. Kent; P. Brown; G. T. May; C. H. Blake; G. Chubb.

The following will represent the Club against the R.G.A.—G. Rodger; W. Gerrard; F. Lawrence; M. L. Raitton; J. Rodger; J. W. R. McPhail; J. B. Hamilton; H. McTavish; W. Kuhr; S. Beggs; S. Goldman.

The following will represent the Club 2nd XI against the United:—G. Groot; J. Gordon; W. Ross; A. McDonald; W. Ireland; O. Stutz; A. Ogilvie; E. Raitton; W. Walker; L. Goldenberg; J. P. Sherry.

The following have been selected to represent the Staffs and Depts in their match against the Carlisle:—Rhodes; Bradley; Hopper; Bradshaw; Wilkinson; West; Filmer; Rendle; Ollier; Payne and Barnes.

The following will represent South China in their 1st Division match:—Lau Hing Sheung; Fung Tai, Shan So; Leung Yuk Tong; Leung Tai Fong; Cheung Wing Shing; Ko Sik Wai, Ip Kau, Wong Pak Chung, Kwok Po Kan, Au Kit Sang.

The South China 2nd Division team will be Hui Shing Yui; Kwok Sin Yan, Tam Fong; Pang Kam Wing, Li Siu Ying, Lau Hong Wing; So Chung Ming, Loung Wing Tak, Lai Yuk Tat, Chan Kwong Yiu, Lau Tak Chung.

NOTICE.

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KOWLOON NOTES.

(By "The Ferryman").

The event of the week, so far as Kowloon is concerned, has been the first annual meeting of the K.R.A., which, I was glad to see, was attended by quite a representative gathering, including one lady. The record of work done during the first twelve months of the Association's existence is quite a good one, and residents owe a debt to the members of the Committee who have given so much time and thought to questions for the benefit of the public.

The were one or two little irregularities about the meeting, which I mention with a view to their avoidance in the future. The rules lay down that a report of the year's work shall be submitted to the annual meeting, the presumption being that this would be a printed report. Unfortunately, nothing of the kind was laid before members, though Mr. Noronha's lengthy speech appears to have covered the ground. Maybe the shortness of the notice given for the meeting was responsible. In any case, it is to be hoped that next year a report will be circulated to members beforehand, so that they may be prepared to deal with questions raised therein.

The rules also provide for the appointment of an auditor to shroff the accounts, but there was no indication in the statement made by the Hon. Treasurer that this requirement had been complied with. That's a mere formality, I know, but a rule is a rule none the less.

But the most confused business was the election of a Committee. The rules lay down that the Committee shall consist of fifteen members, together with the President, Vice President, Hon. Secretary and Hon. Treasurer. That, I take it, means a total Committee membership of 19. In point of fact, no fewer than 24 were declared elected! What is more, these were merely "nominated" and should have been balloted upon. What actually happened was that the Chairman announced them as being the new Committee—they were never voted upon at all!

What I was especially glad to see was that several well-known old residents of Kowloon accepted office on the Committee. Their advice should be of the utmost value. They should act as a steady influence on any well-meaning members who are anxious to unduly "force the pace." Why they have not taken an active interest in the Association before I do not know, unless for a fear either that the K.R.A. would die an early death or that it would be unwise to work for a body which might get up against the "big wigs" in the course of its activities. Anyhow, as Mr. Noronha rightly said, no-one need now hold back from membership, for the Association has come to stay, and, what's more, it isn't quite a Bolshevik organisation!

Still, as the *Telegraph* took pains to point out a few days ago, there's need for a realisation of the wisdom of going slowly and not attempting too much. For the K.R.A. to butt in on matters that rightfully come within the sphere of other organisations would be the height of folly. There's plenty of work for the K.R.A. without troubling about "bun-fights," "talkee-talkie" clubs, or other fantastic ventures. Let the cobbler stick to his last.

As to the need of a Public Hall in Kowloon, that needs no emphasis. But I want to stress the point that until one is provided, whether by public or private enterprise, the Association has a clear right to the use of the British School for Committee and other meetings. The K.R.A. is working for the public, its services are appreciated by the Government, and the British School belongs to the public. I say unhesitatingly that the authorities are conferring no favour on the K.R.A. by granting the use of the building. The Association has a right to the place. It's about time that fact was realised.

It looks as if we are at last within measurable distance of getting that motor bus service. The Government is putting through the legislation necessary to the granting of the concession to a syndicate. Let's hope there won't be any more delay.

I was interested to read how the Government loans for building have been allocated. Practically all the money has gone to the big concerns. Only one individual (a Government servant) has secured an advance. "To him that hath shall be given."

The Wigwam Tennis Club is holding its annual "At Home" on March 5th, when the tournament prizes will be distributed by Mrs. Richard Hancock.

This Club, I hear, will soon have to vacate its ground, as the Humphreys Estate Co. intend building on it. The "Wigwam" has been in existence for over twenty years, I believe, and it is to be hoped that it will be able to secure grounds elsewhere.

THE CARE OF THE BABY

is every good mother's first consideration, and often enough she is so worried by the little one's aches and ills that she does not know which way to turn to find for it relief.

To every mother Baby's Own Tablets, the Canadian children's remedy, are a real friend. They gently regulate the bowels and stomach, break up colds and simple fevers, expel worms, cure vomiting and indigestion, and make teething easy. They promote calm natural sleep, good appetite and regular development, are equally helpful to infants and children of all ages.

Baby's Own Tablets are obtainable from chemists, or post free at 60 cents the vial from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

NOTICE.

FOR THE RACES

EXCLUSIVE MEN'S WEAR
TO BE OBTAINED AT

SHAW'S

NECKWEAR, SOCKS, CHAMOIS
GLOVES, FOOTWEAR,
WALKING CANES, HEADWEAR,
NEGLIGE SHIRTS, ETC.

- CHOICE SUITINGS -

J. T. SHAW

TEL. 692
SPECIALIST IN MEN'S WEAR
NEXT DOOR HONGKONG HOTEL.

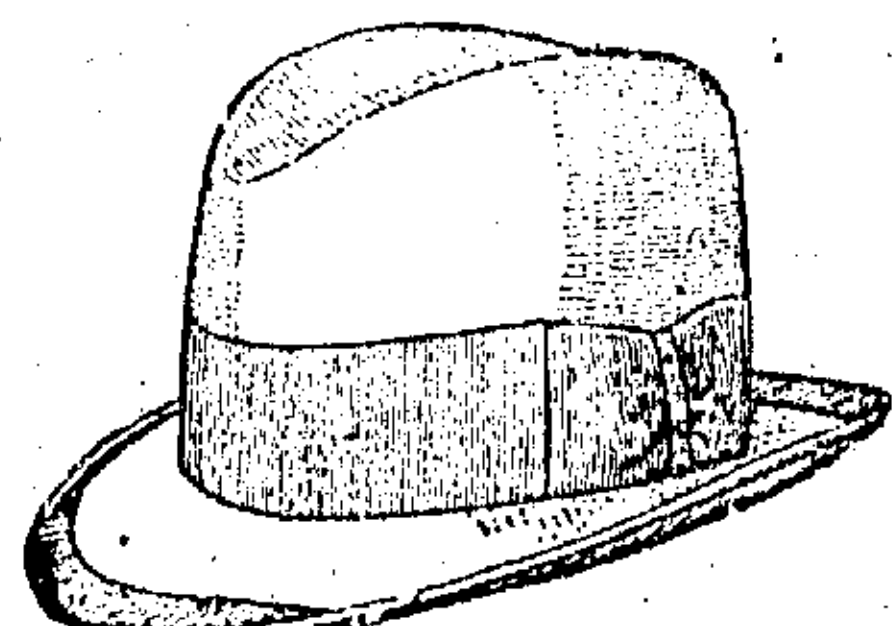
Wm. **Powell** Ltd.
TELEPHONE 3146

FOR THE RACES.

SMART HATS

in all the NEWEST
MATERIALS AND
SHAPES INCLUDING

SINGLE & DOUBLE TERRAIS.



SMART
"KELTIC"
AND
"SAXONE"
FOOTWEAR
IN
BLACK & BROWN.

WE INVITE INSPECTION.

Wm. **POWELL**
Ltd. HIGH-CLASS
TAILORS &
OUTFITTERS.

JUST UNPACKED

NEW MODELS OF

COLLARD & COLLARD'S PIANOS

UNSURPASSED FOR TONE, TOUCH
AND ARTISTIC CASE DESIGN.

SPECIALLY MANUFACTURED FOR THE
CLIMATE.

THE ANDERSON MUSIC CO., LTD.

16, Des Voeux Road, Telephone 1822.

COCKTAILS.

CALDBECK'S MANHATTAN
CALDBECK'S VERMOUTH
CALDBECK'S GIN
CALDBECK'S MARTINI

Sirdir Lime Juice Cordial

and

Brooke's Lemon Squash "Lemos"

CALDBECK, MACGREGOR & CO., LTD.

15 Queen's Road Central. (Telephone No. 78).

WHEN YOU THINK OF BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO., LTD.

(No. 47-48 Connaught Road Central, Hongkong)

MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE,
STARS, EGG NOODLES &c.

RING UP—2230.



CAMERA NEWS



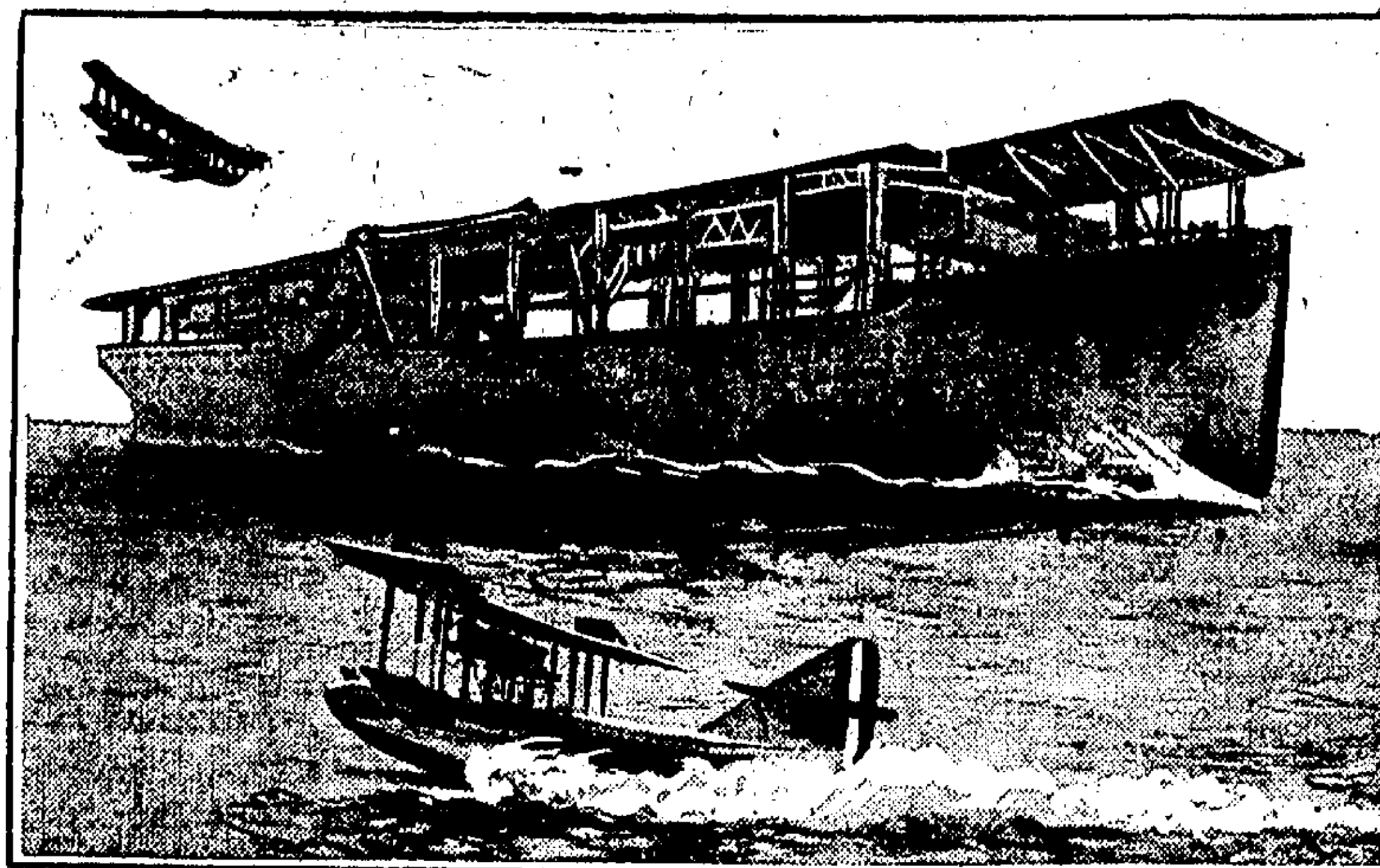
SOCIETY WEDDING.

Above are seen Viscount Stuart and Miss Eleanor Mary Guggenheim leaving St. Margaret's Church, Westminster, after their wedding.



CINEMA STAR WEDDED.

Constance Talmadge, the cinema star, is pictured here with her husband, John Pialogou, a wealthy New York importer.



NOT NOAH'S ARK.

The U.S. Navy is soon to have a strange vessel that looks like the old drawings of Noah's Ark. Here's how it will look when completed. It's an aircraft carrier with a big flat top on which planes can alight at sea.



VERDUN MONUMENT.

Above is the monument that covers the "Bayonet Trench" near Verdun, in which over a hundred French soldiers were buried with the explosion of one high explosive shell.



THE OLD PART OF THE TOWN OF RAPALLO.

Scene of the signing of the Treaty between Italy and Jugo-Slavia. This is the treaty which D'Annunzio refused to recognise.

DOING OF THE DUFFS

Tom Has a Regular Idea—

BY ALLMAN



PACIFIC SHIPPING.

C P O S

HONGKONG TO VANCOUVER
via Shanghai, Nagasaki (Mol) Kobe & Yokohama

Steamers	From Hongkong	Due Vancouver
Empress of Japan	Mar. 22	Apr. 12
Empress of Asia	Mar. 31	Apr. 18
Monteagle	Apr. 7	May 1
Empress of Russia	Apr. 28	May 16
Empress of Japan	May 17	June 7
Empress of Asia	May 26	June 13
Monteagle	June 14	July 8
Empress of Russia	June 23	July 11
Empress of Japan	July 7	July 28
Empress of Asia	July 21	Aug. 8

Passengers to Europe are strongly urged to determine the route of the steamer to sailing prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic re-routings can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal, to Liverpool, London and Glasgow. Passage orders covering all such re-routings will be issued here.

For fares and other information please apply to
HONGKONG OFFICE,
Telephone 755. Cable address GADANAO
CANADIAN PACIFIC OCEAN SERVICES.



TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For **SEATTLE, VICTORIA, VANCOUVER, TACOMA.**
(Calling at Shanghai, Dairen and Japan ports.)

ELDRIDGE About Feb. 25. **CITY OF SPOKANE** About Mar. 21.
WHEATLAND-MONTANA Mar. 12.

For **PORTLAND direct.**

(Calling at Kobe and Yokohama.)

PAWLET Mar. 7. **COAKET** About April 7.

Through Bills of Lading issued to Overland Common Points.

For Freight and Particulars Apply to

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. "SCHODACK"

ABOUT 25TH FEBRUARY.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINE INC.,
THE ADMIRAL LINE

AGENTS.

Telephones
2477 & 2478

5th floor
Hotel Mansions.



THE PACIFIC STEAMSHIP CO.
REGULAR SERVICE

To & From
SAIGON-SINGAPORE-SUMATRA
JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS
LAKE FARRAR February 19. **LAKE ONAWA** March 20.
GLYMONT March 10. **CADARETTA** March 25.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates Apply to:-

THE ADMIRAL LINE,

5th, FLOOR HOTEL MANSIONS BUILDING.
Tel. Add.: Admiralline. Telephone 2477 & 2478.

AUSTRALIAN SHIPPING.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on 18th February.
S.S. "GABO" Sailing on 22nd February.

For Freight and Passage apply to:-

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.
113, Connaught Road Central.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.
TRANS PACIFIC SERVICE

Freight and Passengers.
For **SAN FRANCISCO VIA SHANGHAI, JAPAN**
PORTS AND HONOLULU.

AMERICAN STEAMERS.
"ECUADOR" Sailing February 23.
"COLOMBIA" Sailing March 23.
"VENEZUELA" Sailing April 20.

PANAMA SERVICE
Freight and Passengers.

Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.
SHANGHAI-HONGKONG-CALCUTTA SERVICE

Freight Only

"LAKE FAULK" Sailing February 26.

For Singapore, Penang, Rangoon and Calcutta.

"JACOX" Sailing February 27.

MANILA-EAST-INDIA SERVICE

Freight and Passengers.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON,
SINGAPORE, CALCUTTA AND COLOMBO.

Monthly Sailings.

AROUND THE WORLD SERVICE
Freight Only. Monthly Sailings.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, thence Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc. Apply to

PACIFIC MAIL S.S. CO.

HOTEL MANSIONS, HONGKONG.
Cable Address: "SOLANO."

Tel. 141.



HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
* PERSIA MARU	9,000	Feb. 26th
KOREA MARU	30,000	Mar. 7th
* SIBERIA MARU	30,000	Mar. 19th
TENYO MARU	22,000	Apr. 3rd
SHINYO MARU	22,000	Apr. 27th

* Not calling at Shanghai. † Calling at Dairen.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS	TONS	LEAVE HONGKONG
ANYO MARU	18,700	Mar. 15th
* HAYO MARU	30,000	Apr. 9th
SEIYO MARU	14,000	May 12th

* This steamer will carry cargo or ly.

For full information regarding passengers, freight, and sailings apply to:-

Y. TSUTSUMI, Manager,

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

TRANS PACIFIC SERVICE

Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.
TO MANILA & SINGAPORE.

"WEST HENSHAW" 18th February.
TO NEW YORK & BALTIMORE.

"LANCASTER" 2nd March.
TO SEATTLE & VANCOUVER.

"APUS" 25th February.
TO SAN FRANCISCO.

"WEST HENSHAW" 12th March.

Also, cargo accepted for Transshipment at San Francisco and or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,
PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE:-1st Floor Prince's Building, 12, Des Voeux Rd., Tel. 300.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONG KONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing About
S.S. WEST HIKA April 1 | **S.S. WEST HIKA** April 3
Through Bills of Lading to all U.S. and CANADIAN OVER-
LAND POINTS. No transshipment en route.

Shipside connection with the Saldade, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF.

BRANCH OFFICE:

KOBE, SHANGHAI,
MANILA, SINGAPORE.

HONGKONG OFFICE:

Prince's Building, Chater Road,

Telephone No. 1082.

CHAS. E. RICHARDSON,
General Agent for South China.

PACIFIC SHIPPING.



DOLLAR
LINE



SAILINGS FROM HONGKONG FOR
NEW YORK VIA SUEZ.

STEAMERS. **SAILING DATE.**

"GRACE DOLLAR" FEB. 19TH.

FOR NEW YORK VIA PANAMA.

"BESSIE DOLLAR" MARCH 5TH.

FOR VANCOUVER.

"BESSIE DOLLAR" MARCH 5TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL. 792.
THIRD FLOOR TEL. 795.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

STEAMERS	Sailing date	2nd March.	Calls at Boston.
"EURYPYLUS"	"	6th March.	"
"KENTUCKY"	"	23rd March.	"
"LAETES"	"	19th April.	"
"SWAZI"	"	"	"

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE OR THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON **REISS & CO.** **CANTON.**

CHINA MAIL S.S. CO., LTD.

"Incorporated in U.S.A."

FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
15,000 tons	11,000 Tons	10,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA"	S.S. "NANKING"	S.S. "NILE"
Feb 25th.	March 30th.	April 21st.

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING"	S.S. "NILE"
March 19th	

SAILING FROM

HONGKONG for SINGAPORE

S.S. "NILE"	S.S. "CHINA"
April 3rd.	April 30th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,
PRINCE'S BUILDING, ICE HOUSE STREET.
TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.
No. 1934. No. 2161.

SAILING DATES.

Europe, U.S.A., etc.

Steamers	From	To	Date
Victoria	C. A. Co.	Feb. 18	
Glenlands	J. M. Co.	Feb. 18	
Grace D.	J. M. Co.	Feb. 18	
Himalaya	P. & O.	Feb. 20	
Ameland	J. O. J. L.	Feb. 21	
Tjisodari	B. & S.	Feb. 21	
Mentor	B. & S.	Feb. 21	
Gaba	C. A. Co.	Feb. 22	
Teucer	B. & S.	Feb. 23	
Yokohama	M. N. Y. K.	Feb. 24	
Lancaster	S. & D.	Feb. 24	
China	C. M. Co.	Feb. 25	
West Ivan	P. W. Co.	Feb. 25	
W. Ison	S. & D.	Feb. 25	
Persia M.	T. K. K.	Feb. 26	
Lahore	P. & O.	Feb. 27	
Toyohashi	M. N. Y. K.	E. Feb.	
Tanba	N. Y. K.	B. Mar.	
Teiresias	B. & S.	Mar. 1	
Eurypylos	B. & S.	Mar. 1	
Glenara	J. M. Co.	Mar. 1	
Eurypylos	B. & S.	Mar. 1	
Egmont	D. & Co.	Mar. 3	
Achilles	B. & S.	Mar. 4	
Kanagawa	M. N. Y. K.	Mar. 4	
Kashgar	P. & O.	Mar. 4	
Stentor	B. & S.	Mar. 4	
Bessie	R. D. Co.	Mar. 5	
Titan	B. & S.	Mar. 5	
W. Henshaw	S. & D.	Mar. 5	
Hungaria	D. & Co.	Mar. 6	
Kentucky	B. L.	Mar. 6	
Kentucky	B. L.	Mar. 6	
Pawlet	A. L.	Mar. 7	
Korea M.	T. K. K.	Mar. 7	
Pawlet	A. L.	Mar. 7	
Helenus	B. & S.	Mar. 8	
Dilwara	P. & O.	Mar. 9	
Fushimi	M. N. Y. K.	Mar. 9	
St. Albans	P. & O.	Mar. 9	
Glenariffe	J. M. Co.	Mar. 11	
Kleist	N. Y. K.	Mar. 11	
Akita M.	N. Y. K.	Mar. 11	
Toyama M.	N. Y. K.	Mar. 11	
W. Montana	A. L.	Mar. 12	
Mito M.	N. Y. K.	Mar. 12	
Anyo M.	T. K. K.	Mar. 15	

Japan, Coast Ports, Etc.

Steamers	From	To	Date
W. Henshaw	S. & D.	Feb. 18	
Loongsang	J. M. Co.	Feb. 18	
Loksang	J. M. Co.	Feb. 18	
Wingsang	J. M. Co.	Feb. 19	
Yamagata	M. N. Y. K.	Feb. 19	
Kwangso	B. & S.	Feb. 19	
Haiching	D. L. Co.	Feb. 20	
Chikar	J. C. J. L.	Feb. 21	
Tjikini	J. C. J. L.	Feb. 21	
Suiyang	B. & S.	Feb. 21	
Kashmir	P. & O.	Feb. 21	
St. Albans	P. & O.	Feb. 21	
Japan	P. & O.	Feb. 22	
Tottori	M. N. Y. K.	Feb. 22	
Cheongsing	J. M. Co.	Feb. 22	
Chusan	B. & S.	Feb. 22	
Haihong	D. L. Co.	Feb. 22	
Fooksang	J. M. Co.	Feb. 22	
Szechuen	B. & S.	Feb. 22	
Esang	J. M. Co.	Feb. 22	
Karmala	P. & O.	Feb. 23	

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
HIMALAYA	7,000	20 Feb. 7 a.m.	S'pore, C'bo, B'bay & L'don.
KASHGAR	9,000	4th Mar.	M'los, London & Antwerp.
DILWARA	5,400	9th Mar.	S'pore, Colombo & B'bay.
ALIPORA	5,300	18th Mar.	M'los, London & Antwerp.
KARMALA	9,000	18th Mar.	M'los, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	—	22 Feb. 1 p.m.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	9th Mar.	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
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SAILINGS TO SHANGHAI & JAPAN.

ALIPORA	5,300	18th Feb.	Shanghai & Japan.
KASHMIR	9,000	21st Feb. noon	Shanghai, Moji & Kobo.
ST. ALBANS	4,500	1st Mar.	Japan direct.
KARMALA	9,000	23rd Feb.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. X 2ft. X 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMA MARU (Omitting Manila) Wed., 9th Mar., at 11 a.m.

TOYAMA MARU Friday, 11th Mar., at 11 a.m.

KASHIMA MARU (Omitting Manila) Wednesday, 20th Apr., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

YOKOHAMA MARU Thursday, 24th Feb., at 11 a.m.

KLEIST Friday, 11th Mar., at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

MITO MARU Middle of March.

LIVERPOOL & MARSEILLES via Suez.

TAMBA MARU Beginning of March.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Tuesday, 22nd Mar., at 11 a.m.

NIKKO MARU Tuesday, 19th Apr., at 11 a.m.

NEW YORK via Suez.

AKITA MARU Friday, 11th March.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA M. (Sailing from Singapore) Friday, 4th March.

BOMBAY & COLOMBO via Singapore.

DELAGOA MARU Thursday, 24th February.

BOMBAY MARU Thursday, 17th March.

CALCUTTA & RANGOON via Singapore & Penang.

YAMAGATA MARU Saturday, 19th February.

TOYOOKA MARU Saturday, 5th March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Friday, 18th Mar., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOTTORI MARU Tuesday, 22nd February.

SADO MARU Thursday, 24th February, at 11 a.m.

MURORAN MARU Friday, 25th February.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Childar	Java	in port	23rd Feb.	Java.
Tjikini	Java	in port	24th Feb.	Amoy, S'hai.
Tjileboet	Java	21st Feb.	25th Feb.	Japan
Tjisalak	Java	in port	4th Mar.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjislandi	Java.	19th Feb.	21st Feb.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to
FOR NEW YORK and or BOSTON.

S.S. "EGREMONT CASTLE"

Sailing about end of March.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports via—SINGAPORE, PENANG & COLOMBO.

S.S. "HUNGARIA" Sailing on or about 6th March.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 15th March.

Passengers Luggage can be insured at the office of the Agents

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. Co.)

Regular services between

JAPAN, HONKONG & JAVA.

For JAVA, S.S. "SAMARANG M." Sailing on or about 12th Mar.

OCEAN TRANSPORT CO., LTD.

(TAIYU KAJUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	1st Hongkong	17th Feb. at 4 p.m.
TAIYUAN	13th March	16th March

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

For LONDON, ANTWERP & HAMBURG "FOYLE" 28th Feb.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
S.S. "GLEN SANDA"	30th February.
"GLEN APP"	25th February.
"CARNARVONSHIRE"	10th March.
"PEMBROKESHIRE"	25th March.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
"GLEN TARA"	1st Mar.	GENOA, LONDON & ROTTERDAM.
"GLENARIFFE"	11th Mar.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 245, sub-ex. 25 and 3466.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI	Wingsang	Sat., 19th Feb. at d'light.
SHANGHAI	Esang	Tues., 22nd Feb. at d'light.
TIENTSIN	Cheongshing	Tues., 22nd Feb. at d'light.

SINGAPORE, Port Swatow, P'ang & C'ta Fooksang Tues., 22nd Feb. at 2 p.m.
HAIPHONG via Hoihow Teopao Wed., 23rd Feb. at 9 a.m.
SANDAKAN Hinasang Wed., 23rd Feb. at noon.
BANGKOK via Swatow Kwongeng Thur., 24th Feb. at d'light.
SHANGHAI & Tsingtau Hangsang Thur., 24th Feb. at d'light.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about Tuesday 22nd Feb., at 2 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Suiyang	21st Feb. at d'light.
SWATOW & BANGKOK	Chusan	22nd Feb. at 10 a.m.
AMOI, SHAI & PUKOW	Szechuen	22nd Feb. at noon.
SWATOW, SHAI & TTAO	Chekiang	23rd Feb. at 10 a.m.
SHANGHAI	Sunning	24th Feb. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtau weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Feb., 18, 1921

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiching	A. H. Stewart	SUN., 20th Feb. at noon.
Haichong	W. C. Passmore	TUES., 22nd Feb. at noon.
Haichong	W. Couper	FRI., 25th Feb. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board steamers

For: **SEATTLE-TACOMA-VICTORIA-VANCOUVER**

via Kobe and Yokohama.

"WEST IVAN" 25th February.

further sailings to be announced later. Through Bills issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

1st Floor, Hotel Mansions.

Telephone 3607.

MOVEMENTS OF STEAMERS.

The A. L. s.s. ELDRIDGE, is due to arrive here from Seattle, Wash., via ports on or about February 26th.

The s.s. KEEMUN, (Blue Funnel Line) left Suez on 27th Jan. for Hongkong and is due here on 20th inst.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via Suez on the 22nd January and is expected here on the 2nd March.

The N. Y. K. s.s. MUOREN MARU, (Calcutta Line) left Calcutta for this port via Singapore on the 7th Feb. and is expected here on the 22nd Feb.

s.s. TELAMON (Blue Funnel Line) left Suez on 4th inst. for Hongkong and is due here on 28th inst.

The Admiral Line s.s. PAW. LET is due to arrive here from Portland, Ore., via ports on or about March 7th.

The N. Y. K. s.s. WAKASA M. (Liverpool Line) left Liverpool for this port via Suez on the 22nd January and is expected here on the 3rd March.

The T. K. K. s.s. KOREA MARU arrived at Yokohama on the 11th instant and sails 14th instant, being due at this port 27th instant.

The T. K. K. s.s. ANYO MARU will leave Nagasaki on the 26th instant, being due at this port March 5th.

The N. Y. K. s.s. YAMAGATA M. (Calcutta Line) left Moji for this port on the 13th Feb. and is expected here on the 18th Feb.

The Ben Line s.s. BENARTY, from Middlesbro, London and Straits, left Singapore for this port on 12th February, and may be expected to arrive here on 19th February.

The T. K. K. s.s. ANYO M., arrived at Yokohama on the 13th instant, and sails on the 17th instant, being due at this port March 5th.

The s.s. IDOMENEUS, (Blue Funnel Line) left Suez on 11th inst. for Hongkong and is due here on 11th March.

The Blue Funnel Line, s.s. ACHILLES, will leave Liverpool on the 27th inst. and s.s. TITAN, on the 5th March for this Port.

The N. Y. K. s.s. TOTTORI M. (Liverpool Line) left Singapore for this port on the 14th Feb. and is expected here on the 21st Feb.

The N. Y. K. s.s. YOKOHAMA M. (European Line) left Kobe for this port via Moji and Shanghai on the 14th Feb., and is expected here on the 23rd Feb.

The P. & O. s.s. ALIPORE, left Singapore for this Port on the 14th instant at 1 p.m. and is due here on the 20th instant at about 4 p.m.

The China Mail S.S. Co. is in receipt of a telegram from its Singapore Agency advising that the s.s. CHINA, sailed from that port on Tuesday February 15th, and she may be expected to arrive at this port on Sunday morning, Feb. 20th.

The N. Y. K. s.s. DELAGOA M. (Bombay Line) left Kobe for this port via Moji, on the 16th Feb. and is expected here on the 23rd Feb.

The P. & O. s.s. KASHMIR, left Singapore for this Port on the 15th instant at 2 p.m. and is due here on the 20th instant at about 2 p.m.

The P. & O. s.s. KARMALA, left Singapore for this Port on the 16th instant at 5 p.m. with the outward English Mails, and is due here on the 21st instant at about 5 p.m.

POST OFFICE.

The prices of Postal Stationery have been revised as follows:—
Post Cards 1c. & 1½c. — 2c. each
4c. — 5c. "
Postage Envelopes 4c. — 5c. "
Registered Letter Envelopes 10c. "
Sizes F.G.H. & 1½ — 15c. "
Size K. — 20c. "

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Shanghai—Per ICHANG, 19th Feb.
Shanghai—Per SUIYANG, 19th Feb.
Straits—Per KASHMIR, 20th Feb.
Straits—Per ALIPORE, 20th Feb.
Shanghai—Per ARMAND BEHIC, 20th Feb.
Shanghai—Per CHEKIANG, 20th Feb.
Straits—Per CHINA, 20th Feb.
Japan—Per JAPAN, 20th Feb.
Straits—Per TOTTORI M., 21st Feb.
Europe via Suez (Letters and Newspapers only London 13th January.)—Per KAR-MALA, 21st Feb.
Straits & Calcutta—Per YEBO-SHI M., 21st Feb.
Straits and Calcutta—Per MUR-ORAN M., 22nd Feb.
Japan and Shanghai—Per YOKOHAMA M., 23rd Feb.
Japan—Per DELAGOA M., 23rd Feb.
Straits—Per TANDA, 23rd Feb.
Straits—Per SADO M., 23rd Feb.

OUTWARD MAILS.

To-morrow.

Saigon, *Straits, *Bangkok, *Ceylon, *Mauritius, *L. Marques, *S. Africa, *India via Dhanushkodi, Aden and Europe via Marseilles—Per ARMAND BEHIC, Reg. 5 p.m. Letters 5 p.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay, & Europe via Suez—Per HIMALAYA, Reg. 5 p.m. Letters 5 p.m.
Sunday 20th Feb.
Shanghai and N. China—Per SUIYANG, 9 a.m.
Philippine Is.—Per TALTY-BIUS, 9 a.m.
Swatow, Amoy and Foochow—Per HAICHING, 11 a.m.
*Swatow, *Amoy and Keelung—Per KAIJO M., 9 a.m.

Monday 21st Feb.

Shanghai, N. China & Japan—Per KASHMIR, 11 a.m.
Shanghai & North China—Per ESANG, 5 p.m.
Shanghai & N. China—Per SUIYANG, 2 p.m.
Tientsin—Per CHEONGSHING, 5 p.m.

Tuesday, 22nd Feb.

Straits, Bangkok, Calcutta & Aden—Per JAPAN, Noon.
Shanghai and N. China—Per TITAN, 3 p.m.
Java, and Ports, Moresby via Surabaya—Per CHILDER, 11 a.m.
Straits, Bangkok, Calcutta & Aden—Per FOOK SANG, 1 p.m.
Swatow, Amoy & Foochow—Per HAIHONG, 11 a.m.
Swatow and Bangkok—Per CHUSAN, 9 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & Europe via Suez—Per MENTOR, Reg. 9.45 a.m. Letters 10.30 a.m.
The Parcel Mail will be closed on Monday, 21st Feb. at 5 p.m.

Wednesday, 23rd Feb.

Shanghai & North China—Per HANG SANG, 5 p.m.
Hilhow & Haiphong—Per TEO-PAO, 8 a.m.
Sandakan—Per HINSANG, 11 a.m.
Swatow & Bangkok—Per KWONG SANG, 5 p.m.
Swatow, *Shanghai & *N. China—Per CHEKIANG, 9 a.m.
Japan, Canada, United States, Central & South America, & Europe via Victoria B.C.—Per TEUCER, Reg. 1.45 p.m. Letters 2.30 p.m.

SHIPPING.

VESSELS ARRIVED.

The Blue Funnel TITAN arrived this morning from Liverpool with 2,248 tons of cargo for Hongkong and 5,000 tons for the North. She delivered 6-8 bags of mails.—Mooring Holt's wharf.

The s.s. NINGPO consigned here yesterday from Bangkok 2,100 tons of rice for the Colony.—Mooring C 47.

The U.S.S.B.'s WESTHEN-SHAW operated by Messrs. Struthers and Dixon, arrived this morning with 450 tons from San Francisco.

The s.s. DOYLESTOWN arrived in ballast this morning from Shanghai.—Mooring C 14.

Rice was also consigned here this morning by the FUKURA MARU from Bangkok. The quantity was 3,173 tons.—Mooring B 11.

From Keelung there came yesterday the NOVAJIMA M. with 1,414 tons of coal.—Mooring B 31.

UNCLAIMED TELEGRAMS

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD

The following Unclaimed Telegrams are lying here:—
Changyick Tungyok, from Shanghai.

Hopshing, Suhong Street, from Shanghai.

Wingmowtai, from Dairan.

Takata, from Hakodate.

Gatsong, from Shanghai.

Fivestar, from Shanghai.

Yewting Soywoo Firm, from Shanghai.

Wingcheong, from Kobo.

Sukee, Des Voeux, from Amoy.

Hardeman, Hongkong Hotel, from Osaka.

Hagiwaramiyo, 271 No. 2, Yakuraku St., from Nagasaki.

Chenkee, from Shanghai.

Famchin, 120 Tungman Street, (2), from Shanghai.

Miss Ladenburg Repulse Bay Hotel, from Peking.

Manwooleung, from Osaka.

T. KRING

Superintendent.

Hongkong, Feb. 17, 1921.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO

Fivestar, from Sandakan.

Gabriel Gomez May Road 2, from Calcutta.

May Jades, from Montecarlo.

Karansingh, from Luchiana.

Rackinport, from Paris.

Saliege, from Haiphong.

M. E. F. AIREY,

Superintendent.

Hongkong, Feb. 17, 1921.

Thursday, 24th Feb.

*Shanghai & N. China—Per SZECHUEN, 11 a.m.

Shanghai, North China & Japan—Per SADO M., 10 a.m.

Shanghai & N. China—Per SUNNING, 11 a.m.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & Europe via Marseilles—Per YOKOHAMA MARU, Reg. 8.45 a.m. Letters 9.30 a.m.

Friday, 25th Feb.

*Swatow, and *Straits—Per CHINHUA, 8 a.m.

Swatow, Amoy and Foochow—Per HAILONG, 11 a.m.

Saturday, 26th Feb.

Shanghai & North China—Per CHENAN, 3 p.m.

Dairan, Japan, Honolulu Canada, United States C. & South America and *Europe via San Francisco—Per PER31A M., Reg. 9.45 a.m. Letters 10.30 p.m.

Tuesday, 1st Mar.

Swatow & Bangkok—Per CHENG FU, 9 a.m.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & Europe via Suez—Per TEIKESIAS, Reg. 8.45 p.m. Letters 10.30 a.m.

*Correspondence bearing vessel's name only.

EXCHANGE.

(Opening Rate: closing Rate on Page 1).

SELLING.

T/T 2/5¼
Demand 2/5¼
30 d/s 2/5¼
60 d/s 2/6
4 m/s 2/6
T/T Shanghai Nom.
T/T Singapore 106¼
T/T Japan 98¼
T/T India 183
Demand, India 183¼
T/T San Francisco & New York 48¼
T/T Java 136¼
T/T Marks Nom.
T/T France 6.45
Demand, Paris —

BUYING.

4 m/s. L/C 2/7¼
4 m/s. D/P 2/7¼
6 m/s. L/C 2/8
30 d/s. Sydney and Melbourne 2/9¼
30 d/s. San Francisco & New York 50¼
4 m/s. Marks Nom.
4 m/s. France 7.05
6 m/s. France 7.25
Demand, Germany 48¼
T/T Bombay Nom.
Demand, Bombay 183¼
T/T Calcutta Nom.
Demand, Calcutta 183¼
On Yokohama 98¼
Demand, Manila 111
Demand, Singapore 106¼
On Haiphong Nom.
On Saigon 8¼
On Bangkok 8¼
Sovereign Nom. 7.85
Gold leaf per Tael 51.80
Bar Silver, ready 34¼
forward 34¼
Bank of England rates 7%
New York/London 3.91¼

SUBSIDIARY COINS.

H'kong 50 cts. pieces 1/10% dis.
10 " 1/10% dis.
5 " 1/2% dis.
Canton subcoins 19.3% dis.
Hongkong Feb. 18, 1921.

WEATHER REPORT.

Feb. 18d. 11h. 30m.—Pressure has decreased moderately at Vladivostok and along the south-east coast of China. It has decreased slightly at Shanghai and Haiphong.

The anticyclone appears to be moving eastward.

The northern depression has developed into a severe typhoon and has passed to the north-east of Hokkaido.

The monsoon will be interrupted to the north of Foochow, and will moderate over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1.23 inches, against an average of 2.47 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap E. winds, strong; mod. easterly; fair.

2 Formosa Channel The same as No. 1.

3 South coast of China between H.K. & Lamocks. The same as No. 1.

4 South coast of China between H.K. & Hainan. The same as No. 1.

T. F. CLAXTON, Director.

H.K. Observatory, Feb. 18, 1921.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z", on the storm signal mast.

Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 56m. 0s. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

HOTELS.

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AND THE
HONGKONG HOTEL GARAGE

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Manager.

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Beautiful new steel and concrete fire proof building with six floors, 3 lifts; 200 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel, which is the healthiest location in the city.

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Manager.



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THE CORONET

TO-DAY TILL MONDAY

At 2.30, 5.15, 7.15 and 9.15

NORMA TALMADGE

— IN —

"A DAUGHTER OF TWO WORLDS"

SNUB COMEDY

CORONET REVIEW.

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A Paramount Picture in 5 parts

NOTICE.



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TOOK, PEKING, TIENTSIN, DAIKIN,

TSINGTAO, TSINANFU, HANKOW,

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METEOROLOGICAL.

Previous Day on date.

at 2 p.m. at 6 a.m. at 10 p.m.

Barometer 30.14 30.17 30.11

Temperature ... 62 56 59

Humidity 41 69 49

Wind Direction E.S.E. E. E.

Wind Force ... 3 4 3

Weather c o o

Rain 0.00 0.00 0.00

Highest open air 17th 64

Temperature on the 17th 64

Lowest open air 18th 56

Temperature on the 18th 56

T. F. CLAXTON, Director,
H.K. Observatory, Feb. 18.

Miscellaneous.

Cements b. & sa. 12

Do. Light old b. 8¼

China Light new b. 6¼

China Providents b. 10¼

Dairy Farms b. 26

Electric H.K. b. 19

Electric Macao b. 30

Hongkong Ropes b. 23

H.K. Tramways b. 9.80 ea. 10

Peak Tyms, old b. 8

Do. new b. 85 cts.

Steam Laundries b. 5

Steel Foundries b. 10

Water-boats b. 15

Watsons b. 8.20

Wm. Powells b. 20

Wiremans b. 36

Hongkong, Feb. 18, 1921.

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